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ROUND THE CINEMAS

What Mail Reviewers Say.

"TABU"
Unique in that the cast is composed entirely of people with no previous film acting experience, "Tabu" which is now showing at the Central Theatre, is well worth seeing.
Rich in natural scenic beauty, the story of the picture is that of life and love amongst the unspoiled children of nature, the Polynesians of the island gems dotting the South Pacific Ocean.

With the exception of Kong Ah, the Chinese trader, Jean, the Policeman, and Jules, the ship captain, both half-breeds, all who appear in the film are full blooded natives, pleasant of feature, healthy, and care-free, living a life of a continuous round of play, food being provided in abundance on land and in the sea by Nature, and easily procured. Excepting for the short time spent each day in getting food, the 24 hours are given up to frolicking in the surf or waterfalls, dancing—very similar to the hula-hula—and romancing.

What a difference these scenes of the play children of Nature in their natural settings make when compared with those of a neighbouring pearly island, where with the advent of the white man these Polynesians learn the value of money and become spoiled, learning to drink, wear the white man's clothes, and forsake their graceful hula for fox trot in the stifling atmosphere of the trader's "establishment."

The romance between the two principal players in the film, Mathai, the Boy, and Reri, the Girl, is a pretty one in which what we call fate and the natives call tabu intervenes to spoil the happiness of the two young lovers. It would spoil the enjoyment of the picture to give the story here. Suffice it to say that the acting of these two Polynesians is natural and effortless and the parts could not have been better played if they had been put in the hands of the brightest Hollywood "stars."

From Other Sources.

"A DEVIL WITH WOMEN."

Just as it takes "nine tailors to make a man," it takes nine countries to make a Victor McLaglen picture, according to a survey of birthplaces of the people who made his latest Fox Movietone vehicle, "A Devil With Women," now attracting capacity crowds to the King's Theatre.

With McLaglen himself born near London and his leading lady, Mona Maris, a native of Buenos Aires, Hollywood's "foreign legion" seems well represented. Michael Vavitch, the bandit leader in the film, comes from Russia; Luana Alcaniz and Mrs. Jimenez both hail from Spain; Mona Rico comes from Mexico City, and Joe Rodriguez from Guatemala.

Of the technical staff, William Darling, the art director, is a native of Hungary and the assistant director, Charles Woolstenhulme, is a Londoner by birth.

"A Devil With Women," appropriately enough, has a foreign background to match, being laid in a mythical Central American country with a bandit uprising serving to motivate the exciting acting of the story. McLaglen plays a "natural" role, that of an adventurous soldier of fortune in the country's army, with a newcomer from the stage, Humphrey Bogart, as his rival in love and companion in war. Irving Cummings directed the picture, with George Middleton as associate producer. It is the talking screen's version of Clements Ripley's novel, "Dust and Sun."

"CITY LIGHTS."

As in everything he does, Chaplin selects the players who appear in his pictures with great care and deliberation. In "City Lights" his new comedy which is showing at the Queen's Theatre, one of the principal characters is an eccentric millionaire who while drunk treats Charlie like his long lost brother,

but when sober looks upon him as a total stranger. This Dr. Jekyll and Mr. Hyde of the tippling bowl demanded an actor of parts who not only could play the role but would act as a foil for Chaplin.

Early in the production when his selection had been made, Chaplin was dissatisfied with the way things were going. Much footage had been filmed, but he had it all thrown out and started casting again. This time he chose Harry Myers, the player who gave so splendid an account of himself in the silent films as "The Connecticut Yankee." Myers clicked perfectly.

"GENERAL CRACK."

The perfect screen voice, like the perfect screen face, is probably the one that gives the last trouble to its owner under any conditions. That voice has been discovered.

John Barrymore, great lover of stage and screen, who makes his talking picture debut as the star of "General Crack," Warner Bros. all-talking Vitaphone special at the Queen's Theatre on Sunday, is the possessor of a perfect screen voice, according to Alan Crosland who directed the picture.

The voice registers with smoothness and resonance, and that technical finesse which so many talking film players lack.

Barrymore enacts a vividly colourful role in this romantic tale of adventure in eighteenth century Europe, while the cast includes Myron Nixon, Lowell Sherman, Hobart Bosworth, Armida, Philippe de Lacy, Jacqueline Logan, Otto Matieson and Andres de Segura. Walter Anthony did the adaptation of the George Preedy novel.

"THE DANCERS."

Lois Moran, beautiful and talented young screen actress, was a featured dancer in the ballet L'Opera in Paris when she was induced to leave the stage and play the leading roles in two motion pictures. She fell in love with the work and decided to continue in it. The first role this intriguing little blonde girl from Pittsburgh enacted in the United States was the leading character in "Stella Dallas" and she was such a sensation that the most prominent roles in many pictures quickly followed.

After her widely acclaimed success in "The Music Master," she was signed to a long term contract by Fox Films and has appeared in the leading feminine roles of such outstanding all talking screen plays as "Behind That Curtain," "Song of Kentucky," "Not Damaged" and "Words and Music."

Miss Moran portrays the leading role in the Fox Movietone drama of modern youth, "The Dancers," which was adapted for the screen by Edwin Burke from the sensational stage play of the same name by Sir Gerald Du Maurier and Viola Tree, in which Richard Bennett toured the country with his daughter, Barbara. Miss Moran's character is Diana, a young girl first made lovely by faith and tender romance and then tempted with horrible doubts and disillusionments brought about by a life of gaiety and jazz. Walter Byron, who played opposite Miss Moran in "Not Damaged," and Phillips Holmes share the male feature honours with Mae Clarke and Mrs. Patrick Campbell in the other featured feminine roles. "The Dancers," which is the next change at the King's Theatre, was directed by Chandler Sprague.

TWO BRITISH DANCERS.

Performing in King's Theatre To-day.

The King's Theatre have made a special engagement with two British artists, "Peggy and Guy" to appear with the picture showing to-day, "A Devil with Women." They will perform at the 5.10, 7.15, and 9.30 p.m. shows.

They are acrobatic and eccentric dancers and have had a successful tour to the Far East via Africa, India, Straits, Java, Manila, and Shanghai. Now they are on their way Home again.

This is their first appearance in Hong Kong.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 865 metres.

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.39 p.m.—A Concert.

Orchestral—Three Shades of Blue (Ferdie Grofe); Paul Whiteman & His Concert Orchestra (35952).

Song—Lo, Here the Gentle Lark (Shakespeare-Sir H. Bishop); Marion Talley (Soprano) with Orchestra; Flute Obligato by Clement Barone (6593).

Piano Solo—Variations on Themes from Carmen (Bizet-Horowitz); Vladimir Horowitz (1327).

Organ Solo—Organ Paraphrase on "Love's Old Sweet Song" (Molloy arr. Meale); (a) Morning Dew (Power); (b) The Old Oak Tree (Power); Arthur Meale (C1426).

Song—A Vucchella (A Little Posy) (d'Annunzio-Tosti); Nina (Pergolesini); Tito Schipa, Tenor (1317).

Violin Solo—Scotch Pastorale (Saenger); Yehudi Menuhin (6951). 6.39-7.15 p.m.—Variety.

Orchestral—The Wedding of the Painted Doll, Pagan Love Song; Victor Snlon Orchestra (22043).

Vocal Duo—Margold; Thinking of You, Winnie Melville and Derek Oldham (B3029).

(This Record is by Special Request). Organ Solo—What is This Thing Called Love? Jesse Crawford (22320).

Male Quartet—Beautiful National Cavaliers. Was it a Dream? The Revellers (21516).

Orchestral—The Sidewalks of New York. In the Good Old Summer Time, Nat Shilkret & the Victor Orchestra (21493).

7.15-7.33 p.m.—Variations Symphoniques (Cesar Franck); Alfred Cortot and London Symphony Orchestra. Conducted by Sir Landon Ronald (6734-5).

7.33-8 p.m.—Vocal Gems from Light Opera. The Arendians (Monckton); Veronique (Messager); Light Opera Co. (C1084).

Chocolate Soldier (Stanus); Lilac Domino (Cavillier); Light Opera Co. (C1705).

Les Cloches De Corneville (Planquette); Light Opera Co. (C2030).

8 p.m.—Local Time & Weather Report. 8.03-10.30 p.m.—Chinese Studio Concert. 10.30 p.m.—Close Down.

LION CAUSES A STR

"Nero" Gets Out of His Crate.

OFFICIAL SURPRISED.

When a railway official inspected a van standing at No. 1 Platform at Victoria Station, London he saw to his great surprise a lion seated on a crate and peering through the bars of the window.

The official promptly gave the alarm, and a message was sent immediately to a London animal dealer who had loaded the lion in a crate in the van.

Until the arrival of trainers who could deal with the situation, platform seats were used as a barricade around the van, and officials were posted at all points in case the lion should smash down the sides of the van.

When the trainers arrived they found that the lion was Nero—a wild young animal bound for "Dreamland" at Margate—and that when the crate had been placed in the van he had spent the time gnawing through the woodwork of the crate to the wider liberty of the van itself.

The Bait. Half a dozen men had gone to Victoria Station with special tackle of all descriptions (writes an Evening News correspondent); and it was obvious that the problem of getting Nero back from the van to the crate would be a ticklish one.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "A Devil with Women" and "Peggie and Guy" (British Dancers).

To-day—Queen's Theatre; "City Lights."

To-day—Central Theatre; "Tabu."

To-day—Majestic Theatre; "See America Thirst."

To-day—World Theatre; "Last of the Dunes."

To-day—Star Theatre; "Double Cross Roads."

Home Malls.

To-day—Inward from Europe via Suez (Khyber); from Europe via Siberia (Adriatic).

To-morrow—Outward for Europe via Siberia (Empress of Russia), 10 a.m.

Saturday—Outward for Europe via Marseilles (Kashgar), 10.30 a.m.

Miscellaneous.

Saturday—Reception at American Club, 11.30 a.m.

Saturday—Opening of new Science Building and unveiling of memorial at St. Stephen's College, Stanley, 8 p.m.

Sports.

See Sports Diary on Page 5.

NEARLY A WAR.

Warriors Disarmed by a Station-master.

"THUNDERS OF WORDS."

Two native tribes, heavily armed with spears and arrayed in the trappings of the corroboree, clashed at Humpty Doo near Port Darwin, recently. Threats of war were in the air but after thunders of words and long-drawn grinning a solitary station-master disarmed the lot.

The trouble started over a boy who was being tested by one tribe prior to his facing the manhood ceremony—the most sacred ritual in the religion of the native. While he was in the care of a few ancients a rival tribe, claiming that he was of their blood, kidnapped him.

For weeks one tribe hunted the other, and they finally spread out for war on either side of a fence at Humpty Doo. Throughout the day and night there was much "talkie-talkie" between the leaders, while the rest of the warriors plastered themselves with weird markings and decorations.

On the second day the long-handled spears were discarded for finely-pointed weapons used at short range. The lines were moving closer and the roaring was becoming ominous, when Mr. George Goodman, of Humpty Doo, crossed their path.

Armed with two revolvers, he rode between the lines, and pointing at the head of each tribal leader in turn, he ordered all spears and boomerangs to be piled in front of him. Then he gave the disputed boy to his mother, and finally packed off the fighters to their own territories.

Canada's census this year will reveal a population of more than 10,000,000 for the first time in the history of the Dominion, E. A. MacPhail, chief of the Division of Census and Vital Statistics, forecast while in Winnipeg recently.

the crate would be a ticklish one. Fortunately, Nero had grown very hungry, and after pacing up and down the railway van he decided to eat a piece of meat which had been skillfully thrown through a window of the van into the crate.

He walked back into the crate through the hole he had gnawed and settled down to enjoy the meat.

Then, acting with lightning speed, the doors of the van were opened, and men dashed in with a stout piece of timber which was quickly placed over the hole in the crate and securely hammered down.

HIGHWAY TO SPAN FORTH.

Longest Road Bridge in Britain.

TO COST £2,750,000.

The construction of the longest road bridge in Britain, spanning two miles of water over the River Forth, will probably be begun next year.

Plans have already been completed for the building of a bridge which will cost £2,750,000.

It is to be built over the River Forth about two and a half miles up the river from the famous Rosyth Bridge, and will be known as the Rosyth Bridge. The north approach passes the north side of Rosyth Dockyard, and the south is to connect with a new road half a mile west of Hopetoun House.

When ready the bridge will speed up traffic on the Great North Road from Edinburgh to the Highlands through Perth, saving a detour of twenty miles by Stirling. It will carry a highway, forty feet wide, and will have footpaths on each side.

Time Saved.

Lord Elgin, the chairman of the Fifeshire County Council, who has been largely responsible for sponsoring the project, said: "There is no doubt that a road bridge over the Forth in that area is very greatly needed. There is an obsolescent ferry at Burntisland, and the only other way across is via Stirling, which means a considerable loss of time."

"We originally planned a suspension bridge to the east of the Forth Bridge where, owing to the depth of the water, it would have been impossible to construct a span bridge."

"That would have cost about £6,000,000, but we found a span bridge could be erected on the present site in shallower water."

"It will provide work for five or six years for about 5,000 men directly, and another 5,000 indirectly."

Lord Elgin explained that a Provisional Order by Parliament will be necessary before construction can be started. The order cannot be obtained before December next, and work will probably be started in the Summer.

"ISTO E UM AUTOMOVEL!"

This Really Is A Motor Car.

The chief engineer of one of the biggest industrial undertakings in Brazil, Mr. P. G. Archbold, writes enthusiastically from Pernambuco about his new British car.

"My 'Snipe' is 'it'—it is the cynosure of all eyes out here. I've nearly worn out the bonnet hinges showing off the engine. Its lines, its upholstery, its solid and finished construction—its knick-knacks, its zippliness, its aero engine 'zoom' as it gets into its stride—all these items have combined to make 'it' the talk of the town."

"As many Brazilians have said: 'Isto e um automovel!' (This really is a motor car)."

MORE "SNIPES" FOR INDIA.

In addition to the Humber Pullman cars which were shipped to India to the order of the Earl of Willington, the new Viceroy, Lieut. Col. Ismay, D.S.O., his Military Secretary, has also acquired a Humber "Snipe" Saloon, Col. Ismay's second car of this make.

Furthermore, Mr. E. C. Merville, C.M.G., the Viceroy's Private Secretary, has a Humber "Snipe" finished in beige and black. This car is fitted with a drop screen behind the driver, rendering it easily convertible for either official or personal use.

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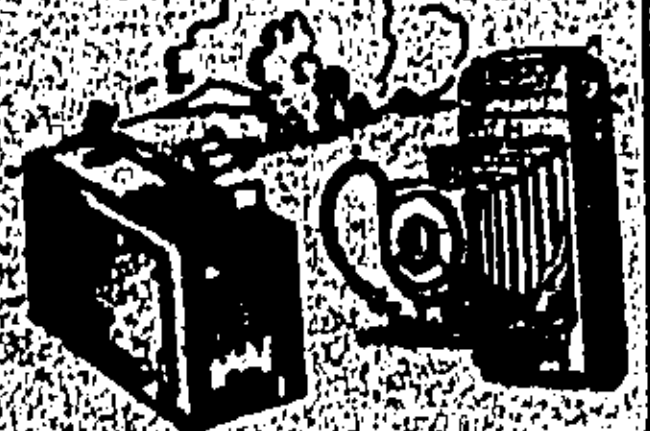
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CURRENT SPORTING GOSSIP

LOCAL LAWN TENNIS LEAGUE RESULTS.

Civil Servants Beat
Indian R.C.

K.C.C. DEFEATED.

Although yesterday was a public holiday five matches were played in the Lawn Tennis League in brilliant weather. Full results of the games were as follow:—

Easy for C.S.C.C.
Playing at Happy Valley the Civil Service defeated the I.R.C. by 6½ matches to 2½ in the "B" division of the League yesterday.

Scores:—
Dr. D. J. Valentine and J. R. Pengelly (C.S.C.C.):—
beat A. R. Minu and F. D. Pereira 6-8
beat O. Ismail and S. A. Ismail 6-1
beat V. Soonderam and T. Hamet 6-2
D. N. McDougall and G. W. A. Tufton (C.S.C.C.):—
drew with Minu and Pereira 6-6
lost to Ismail and Ismail 2-6
beat Soonderam and Hamet 6-0
J. A. Bendall and J. W. Bradley (C.S.C.C.):—
lost to Minu and Pereira 4-6
beat Ismail and Ismail 6-4
beat Soonderam and Hamet 6-1

University Win.
At Pokfulam, the University "B" team beat the M.B.K. by 7½ sets to 1½.

Scores:—
D. J. N. Anderson and Y. F. Chew (University):—
beat Fukushima and Fujimari 6-2
drew with Miki and Morinaka 6-6
beat Nakamura and Toichi 6-1
G. E. Yeoh and T. K. Ng (University):—
lost to Fukushima and Fujimari 4-6
beat Miki and Morinaka 6-4
beat Nakamura and Toichi 6-3
F. Y. Khoo and T. K. Lien (University):—
beat Fukushima and Fujimari 6-3
beat Miki and Morinaka 6-4
beat Nakamura and Toichi 6-2

Army Success.
The Army Tennis Club beat the Kowloon Cricket Club by 6½ sets to 2½ at Pokfulam.

Owing to the absence of G. B. Legge, Stephenson of the home club completed the Kowloon team.

Scores:—
Col. Robinson and Capt. de Linde (A.T.C.):—
drew with Segalen and Hamby 6-6
beat W. Brown and J. Chadwick 6-2
beat A. Osborne and Stephenson 6-1
Major Kerrick and S. M. Atkinson (A.T.C.):—
lost to Segalen and Hamby 5-7
beat Brown and Chadwick 6-1
beat A. Osborne and Stephenson 6-3
Col. Mitchell and S. M. Paul (A.T.C.):—
lost to Segalen and Hamby 4-6
beat Brown and Chadwick 6-2
beat A. Osborne and Stephenson 6-2

Tuesday's Match.
Playing on Tuesday evening on the South China A.A. ground the Civil Service C.C. won by 6½ sets to 3½ in the "B" division of the league.

Scores:—
D. N. McDougall and G. W. A. Tufton (C.S.C.C.):—
beat H. S. Mok and T. Y. Leung 6-2
lost to O. K. Lam and K. Chan 8-6
drew with S. Chan and C. Y. Tao 6-6
J. W. Bradley and J. A. Bendall (C.S.C.C.):—
beat Mok and Leung 6-1
lost to Lam and Chan 1-8
beat Chan and Tao 6-8
Dr. J. Valentine and J. R. Pengelly (C.S.C.C.):—
beat Mok and Leung 6-0
lost to Lam and Chan 6-7
beat Chan and Tao 6-4

"B" Division Table to Date.

Sets.

P. W. D. L. F. A. Pts.

Recreo 6 8 0 0 87 14 12

University 6 4 0 2 30 14 8

Indian R.C. 6 4 0 2 29 14 8

C.S.C.C. 6 4 0 2 29 14 8

H.K.C.C. 6 3 0 1 21 14 6

Kowloon C.C. 6 2 0 2 21 14 6

Chinese R.C. 6 1 0 0 7 2 2

C.C.O. 6 1 0 2 11 14 6

Army T.C. 6 1 0 2 11 14 6

M.B.K. 6 1 0 2 11 14 6

C.C.A.A. 6 1 0 2 11 14 6

Nippon C.C. 6 0 0 0 0 0 0

C DIVISION

Overwhelming Win.

At Pokfulam, the Kowloon Cricket Club beat the Chinese Recreation Club by 6½ matches to 2½.

Scores:—
Col. Robinson and Capt. de Linde (A.T.C.):—
beat W. Brown and J. Chadwick 6-2
beat A. Osborne and Stephenson 6-1
Major Kerrick and S. M. Atkinson (A.T.C.):—
lost to Segalen and Hamby 5-7
beat Brown and Chadwick 6-1
beat A. Osborne and Stephenson 6-3
Col. Mitchell and S. M. Paul (A.T.C.):—
lost to Segalen and Hamby 4-6
beat Brown and Chadwick 6-2
beat A. Osborne and Stephenson 6-2

AN ALL-AMERICAN FINAL.

SHIELDS AND WOOD.

U.S. Davis Cup Youth's Fierce Service.

BOROTRA SUBDUED.

London, Yesterday.

An all-American final in the Men's Singles Championship at Wimbledon was assured to-day when Frank Shields defeated Jean Borotra in four sets. In the other semi-final match Sidney Wood beat F. J. Perry, the remaining British contender, in four sets.

In the match between Sidney Wood and the British player the American once knocked Perry's racket flying from his hand with a service ace. It might almost be said that the winner owed his success to his service and volleying. He passed Perry time and again when the latter attempted his favourite advance on the corner drive, and when he himself came netwards he tucked away volleys with remarkable crispness and showed a definite superiority over Perry in the art of smashing, at which phase of the game Perry is considered to be Britain's best.

The Englishman broke through Wood's service in the first set and went out at 6-4, but thereafter he could do little right against a very powerful service and immaculate volleying and lost the next three sets at 6-2, 6-4, 6-2.

The Americans have a definite advantage in that their service is modelled on the right lines, and their force and accuracy leaves their opponents standing. The service problem was a very large factor in the defeat of "Bunny" Austin, who was defeated by Borotra's conqueror, as his own service was puny in the face of the fierce service aces of Frank Shields.

Full results as cabled by Reuter were as follow:—

Men's Singles.

Semi-final round:—
Sidney Wood (U.S.A.) beat F. J. Perry (Britain) 4-6, 6-2, 6-4, 6-2.

Frank Shields (U.S.A.) beat J. Borotra (France) 7-5, 3-6, 6-4, 6-4.

Men's Doubles.

Fourth round:—
G. M. Lott and J. Van Ryn (U.S.A.) beat Landry and G. Mangin 6-0, 6-2, 7-5.

NOTE BY "RACQUET."

F. J. Perry, England's latest lawn tennis hope, is only just of age, and the son of the Socialist M.P. for Kettering. He is tending to revolutionise the game in England by the exploitation of strokes of which he became master when as a former world ping pong champion.

At all times he is speedy of foot and hand but on occasion he rises to such a height that he challenges the modern art of Henri Cochet. During an inspired spell he makes Tilden's type of game appear almost dull and stereotyped. He has a contempt for defensive tactics and whenever he attempts to pursue them he finds himself out of his element. He hits the ball very near the ground and the imparted force thereby gains an advantage which is fully supplemented by his quick advance to the net.

In brief Perry is of a powerful build and has sufficient courage to stamp him as a coming world champion. Perry first came into notice as a Middlesex junior. He joined the Chiswick Park on its courts last year. At Wimbledon, soon afterwards, he defeated Baron H. L. de Morpurgo, the Italian Davis Cup captain, and reached the last sixteen.

Wood's Genius.

Sidney Wood is only nineteen years of age and is said by Vincent Richards to lack the strength and physique of Shields but he is a cool player and a master of the soft game which pesters the hard hitter to distraction. He is a No. 4 in the American national ranking whilst his youthful partner, Frank Shields, is No. 2. His high ranking has been the result of the remarkable variation imparted into Wood's game. He mixes his shots well and after a succession of soft returns a fast drive will invariably take his opponent completely by surprise. He has defeated Frank Shields in the round after the round and has defeated Bill Johnston in the quarter-finals of the Southern Championships by 6-2, 6-4, 6-2.

TWO SURPRISES IN LAWN BOWLS.

H. Overy Defeats Clark Atkinson.

F. C. GOODWIN WINS.

Two matches in the preliminary round of the lawn bowls Open Singles Championship provided unexpected results on Tuesday.

H. Overy, of the Kowloon Cricket Club, surprised all his supporters by taking the lead all the way against Clark Atkinson, an old and experienced Interport player, and eventually winning by 21 shots to 15 in 23 heads.

In the other game F. C. Goodwin, also of the Kowloon Cricket Club, caused a mild sensation by defeating J. C. Brown by 21 shots to 16. It was the "unlucky" thirteenth head which provided him with the first of five very productive heads.

NORMAN BROOKS IN THE COLONY.

Australian Davis Cup Player.

ON EMPRESS OF RUSSIA.

Norman Brooks, the well known Australian Davis Cup player of former years, arrived in the Colony to-day on the Empress of Russia. He is accompanied by Mrs. Brooks and Miss C. M. E. Brooks on a tour of the Pacific.

It is understood that Mr. Brooks made the trip with the sole purpose of meeting his old friend, Major-General Davis, the donor of the Davis Cup, who is stationed at Manila. The Australian had a few suggestions to make concerning the custody of the Cup by the successful nation, but details of the outcome of the discussion have not yet been published.

Mr. Brooks, though quite an old man, gave a few glimpses of his best form in exhibition games staged in the Philippines and was the guest of honour at several big functions. He recently surprised the tennis world when, in partnership with J. O. Anderson, he captured the Doubles Championship of Australia.

LINDRUM CATCHING UP NEWMAN.

Two 4 Figure Breaks Scored.

RAPID SCORING.

Sydney, June 9.

Two 1,000 breaks were made by Lindrum against Newman in their eleven days' time-limit match which to-day reached the half-way stage. The first was completed in 57 minutes, and included runs of 80, 87, and 64 nursery cannons. In the second, made in 59 minutes, Lindrum had runs of 46 and 68 nursery cannons, and he broke down at an easy cannon. He completed his 1,000 in 59 minutes. Newman's best break was 102 unfinished. Newman showed improved form in the evening, and Lindrum several times had to adopt safety tactics. Newman's breaks were 295, 450, 183, and 75 unfinished, and Lindrum's were 438 and 512. Scores—Newman (received 5,600; in "play," 14,044; Lindrum, 13,476.

Feating Wilmer Allison in the final. His height quite naturally gives him every advantage to exploit a very powerful service which he does to the discomfort of his adversaries.

Fine Youthful Pair.
Frank Shields, who is only twenty, has one big fault—nervousness, but once he gets a little more experience he will be a most formidable force. In international tennis circles, this youthful pair are expected to remain the Davis Cup for a long time. Though their experience may be less than that of Tilden, Hunter, and Richards, their youth and individual brilliancy is expected to triumph over the more seasoned French experts, providing of course that they overcome the challenge made by the British.

NEWS

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BESSIE LOVE

DO OUR SPORTSMEN
OVER-DO IT?

TRAGIC TALES

MANY ARE SUSCEPTIBLE TO
ILL-HEALTH.

UNNATURAL EXERCISE

(By Plegan.)

There is something peculiarly distressing in the toll that death has taken among our young sportsmen in the last few years. I am not talking about war casualties, but about those young men and women who have yielded to ordinary illnesses. A number of outstanding players in various spheres of sport have been removed from our midst in that way. These notabilities in their own sporting lines have proved a great loss to sport, but the tragic tale does not end with their passing. From all British centres, one hears of young people being taken. It is a common feature in local newspapers to see the sudden death announced of 50-and-so, who has distinguished himself in various fields of recreation.

Three Questions.

A thoughtful survey of these happenings prompts a question, or rather, questions. Does sport lead to the fitness and the healthiness of the subject to such an extent as we make out? Do our participants, who excel at games, over-do it? Are our players tempted to avoid ordinary precautions owing to a temporary feeling of physical well being?

In considering the first question, we must remember that all sports are by no means natural. The most natural exercise of all is walking, and the muscles all over the body are exercised in proportion when we indulge in this activity. Much the same thing can be said about swimming.

Sudden Strains on the Body.

In most other recreations, movement is spasmodic, and sudden strains are thrown upon various parts of the body. At times, the heart is called upon to withstand a good deal of strain. That is particularly so in such sports as Rugby, Association football, athletics, rowing, hockey, and tennis. With the exception of rowing, one is called upon in all these sports to leap about in displays of violent energy. Rowing is notorious for the heart weaknesses it produces, and the other sports may produce equally unfortunate results in other ways. These may not be found out until it is too late.

Not the Case.

One would think that sportsmen would be more immune than others from ordinary ailments, but that is not the case; writes "Plegan" in the Sports Dispatch. We hear on all sides of well-known men and women being unable to fulfil their sporting engagements owing to ill-health.

I think that fact answers my second question. I definitely believe that our clever sportsmen over-do it. By that I do not mean that I am throwing in my lot with those good people who are for ever announcing that there is too much

sport in the world. I feel that a clever Rugby player, cricketer, or tennis player—to suggest merely a few who excel at sports—can easily be misled by his prowess. He goes on and on during his leisure from work, and hardly a decent rest does he get from sport. When Rugby is over, he is preparing for cricket or tennis. There is a slight lull between seasons, so he puts in a bit of amateur "soccer" just to keep the ball a-rolling.

Danger of Staleness.

He is bound to get stale sooner or later. That is where the danger lies. There is nobody to tell him that he is in such a condition, and, in ninety-nine cases out of a hundred, he will not admit such a thing has occurred. If he is with an Oxford or Cambridge eight, it is a different matter. The order goes out to ease up, and he is given relaxation—and champagne.

It is when a man is stale that he is most open to illness. He has taken so much out of himself in another direction that he has not the stamina left with which to withstand the insidious attack of nasty little germs, which, however, are very dangerous.

It may seem ridiculous to suggest that our sportsmen do not look after themselves sufficiently. "We don't make our players by coddling them, by gad!" I hear them saying.

Rugby Ailments.

True, but players ask for trouble by lolling about after strenuous periods of play. If they took slight precautions, they could avoid some of the indisposition and ailments which attack them.

One would say, for instance, that Rugby is a game which would fit anybody to defy any sort of illness. Well, is there a recreation that produces more susceptibility to influenza, colds, and coughs? It is one of the most common things during the winter months to read that certain players cannot take their places in trial games or in their club fifteens owing to the fact that they are victims of "flu."

Sensible Precaution.

The matter of precaution is not a childish, flapperish sort of idiosyncrasy. It is really very sensible. I know a man who thinks he has the great preventive for colds. He walks everywhere he can. Whenever he gets wet, he sees to it that he walks home. Last winter he neglected that precaution but once, and the result was the first cold he had known for years. He got soaked through at the Murrayfield "sevens," and then accepted a ride home in a friend's car.

I think our sport might be taken a little more easily. Players should learn that, fit as they are, they are still open to the weaknesses of many of their fellow human beings.

TOMMY ARMOUR OUT
FOR "DOUBLE."Leaves England in
Optimistic Mood.

SOME CONSOLATION.

"Well, good-bye. I'll be back next year to defend the title," said Tommy Armour, the new British open champion, to a Press Association reporter when he left London for Southampton, en route for New York.

"It's great to be British champion. It had been my greatest ambition to win the cup, and now I have succeeded I mean to have another shot. I have had a fine time here, and now I am going after the American open. What a double, eh?"

He was born and learned his golf in Edinburgh, turned professional in 1925, and won the American and Canadian Open Championships two years later. There is a little consolation to weigh against the fact that once more the cup will cross the Atlantic.

Our Sports Diary.

LOCAL.

WATER POLO—To-morrow—Division I.—Royal Navy v. Chinese Athletic, 5 p.m.; Division II.—12th Heavy Battery R.A. v. V.R.C. "B", Kowloon "A" v. Kowloon "D", 6.30 p.m.

LAWN TENNIS—Saturday—Division I.—M.R.C. v. C.R.C.; I.R.C. v. H.K.C.C.; South China v. K.C.C.; "B" Division—Rensselaer v. C.S.C.C.; I.R.C. v. C.C.C.; C.R.C. v. A.T.C.; H.K.C.C. v. University; Nippon Club v. U.S.R.C.; "C" Division—Y.M.C.A. v. I.R.C.; C.C.C. v. R.S.G.; K.C.C. v. C.R.C.; Rensselaer v. Army T.C.; University v. South China; Deutscher Club v. H.K.C.C.; C.S.C.C. v. Kowloon Indians.

LAWN BOWLS—Saturday—Division I.—Civil Service v. K.E.G.C.; Police v. Cranston; Kowloon Dock v. Club de Recreation; Kowloon C.C. v. Tai Koo R.C.; Division II.—Cranston v. Civil Service; Tai Koo R.C. v. Hong Kong Electric; K.E.G.C. v. Yacht Club; Club de Recreation v. Kowloon C.C.

PASSEAT—Sunday—South China v. Chinese Athletic, 4.30 p.m.

HOME.

CRICKET—To-day and To-morrow—M.C.C. v. Oxford University. Mr. H. D. G. Leyson-Gower's XI. v. Cambridge University. Essex v. Kent. Gloucestershire v. Lancashire. Yorkshire v. Somerset. Glamorgan v. Sussex. Hampshire v. Northamptonshire. Derbyshire v. Surrey. Warwickshire v. Middlesex. Saturday, Monday and Tuesday. Kent v. Sussex. Essex v. Hampshire. Lancashire v. Middlesex. Somerset v. Glamorgan. Northampton v. Gloucester. Nottingham v. Surrey. Yorkshire v. Warwick. Leicestershire v. Derby.

LAWN TENNIS—To-day to Saturday—All England Championships at Wimbledon. SHOOTING—To-day to Saturday—Army Meeting at Bisley. ATHLETICS—To-morrow and Saturday—A.A.A. Championships at Stamford Bridge.

POOR DECISIONS IN
SOUTH AFRICA.Rowdy Scenes at Boxing
Matches.

HOSTILE CROWDS.

Johannesburg, June 8. Overruling the referee, the two judges gave Dick Corbett, the London boxer, the decision in his 15-round bout with the South African, Willie Smith, at the City Hall here. The spectators became hostile when the result was announced, and flung bottles, chairs and newspapers into the ring after the boxers had left.

It was a close fight. Most of the critics thought that a draw would have been a better decision. Corbett thus repeated his victory over Smith at Olympia last year. Rowdy scenes also marked the fourth and final encounter between Donald McCordindale, the South African heavy-weight champion, who leaves for England on June 10, and Joe Woods, of Los Angeles, who fought a draw over twelve rounds at Capetown.

Booting and hissing greeted the referee's decision, as the South African had definitely gained the advantage in nine of the twelve rounds.

NOTTS CRICKETER'S DEATH.

The death has occurred of the Notts cricketer, Mr. John Dixon. He was nearly 70 years of age.

In the First Division of the Water Polo League last night a weak V.R.C. team defeated the 12th Heavy Battery R.A. by seven goals to nil.

I KNOW PUTTING IS
NOT GOLF

IT IS SUI GENERIS

AN UNFAIR RECKONING OF
STROKES.

TRIAL REQUESTED

At the start I disarm all criticism—I am no golfer. I play what I call golf, occasionally, for pleasure. I play mostly with a lady who beats me five times out of six on levels. Of the hundred reasons why I am so bad, one is that, through humility, I am so pleased when I get a sweet shot that I cannot forget it and think that that is quite enough for one hole. But though I cannot play, in the 30 odd years since first I started I have thought a Dickens of a lot. So please forgive me for writing—I have thought.

Only Inspiration. And I know that putting is not golf. Putting is sui generis; it is inspiration; it is billiards; it is bowls; it is croquet; it is what you like. But it has, in essentials, nothing to do with hitting a ball as hard as you can with a driver, or with an iron, or even half as hard as you can with a mashie. If it is a part of golf, then I say it should be a part, not a half. If a man (or his caddy) carries round the clubs, and plays 72 strokes, I want to know why half that number of strokes should be played with one club; why 36 of the strokes should be of the sort that a paralytic could play as well as an athlete—why, in short, a foggy whose corporation does not allow him to take more than a half-swing should be enabled to "win on the greens." Putting is at best a despicable business; it is a thing he-men should be ashamed of. For Heaven's sake, if we must have it, let it in all humanity be reduced to decent proportions.

Inequitable.

I know well that that wise and reverent body which lays down to the golfer the laws of the Medes and the Persians will hearken to no revolutionary proposal. Otherwise, I should say: Make your hole as big as a crater; keep your putting competitions as a separate pastime for retired Colonels and let me slog on! But I will run to no extremes. I intend in the remainder of this short article to be quite serious. The proposal I put forward has been approved by a Professor of Physics!

An Example.

I am shifting a little my point of attack. I ask any golfer, conservative and reverend, if he thinks it is keeping with the general fitness of things that to tap a ball, which is dead, into the hole ought to count the same as a 250yds. drive? Let me bring out what I mean by describing a hole played by "A" and by "B."

"A" has a great drive; "B"

with a fair shot, is 40yds. short. Both have moderate lies. "B" hardly gets hold of his second, but runs up to the edge of the green. "A" plays a perfect iron, and is 15ft. from the hole. "B" again playing the odd, does nothing to write home about, but he gets inside "A." "A" playing the like, lops the cup, and is dead. "B" holes his putt and the hole is halved.

Luck And Skill.

That is only an imaginary example. In actual play it happens time and again that "A" is up all the way on "B," but "B" halves. Let us look a little more closely at the example. The reader may say "B" deserved his half. He fought all the way and gallantly holed his missable putt. Yes; but the point is: "A" did not have such a putt to hole. "B" played three second-class shots and a putt; "A" played three first-class shots, and he never got a chance of showing what he could do with his fourth. Even if "B" had been so far behind that his fourth shot was a 20-yard putt and he holed it, it would still be unjust that one shot should out-balance three, especially as the difference between holing and lying dead from that distance must be admitted to be a good deal a matter of luck, and especially as "A" never made a fourth shot at all.

The Proposal.

What then, is my epoch-making proposal? writes Leonard Inkster in The Morning Post. I propose that "A's" tap count a half. I propose that round the hole a white line be drawn in a circle, the circle to have a diameter of 8 inches from the centre of the hole. Any ball lying on or within the circumference of the circle is to be dead. The player must hole out, but his stroke counts as only half a stroke. This would be fair; it would save many members from being heart-broken; it would ease many tempers.

I ask the Royal and Ancient, Secretaries of Clubs, friendly couples, to give this a trial. It is sound in mathematics, and in abstract is just. Just one little doubt assails me: Do we want golf to be billiards or bowls? Do not the rub of the green, the luck of the game, the gods aiding the desperate putt, add to the charm? Shall I not say, in twenty years' time, when I have recovered my putting: "Ah, yes, the young fellow could hit 'em a bit, but... experience tells... and I won at the last hole... on the green!"

LOCAL LAWN TENNIS
LEAGUE RESULTS.

(Continued from Page 4.)

lost to W. H. Choa and Y. K. Mow	4-6
lost to T. H. Lau and T. W. Lau	5-7
lost to F. H. Kwok and H. N. Chau	5-7
H. Mahan Singh and M. A. Khan (K.I.T.C.)	
lost to W. H. Choa and Y. K. Mow	1-6
lost to T. H. Lau and T. W. Lau	1-6
lost to F. H. Kwok and H. N. Chau	4-6
Capt. Gore and S. R. Salleh (K.I.T.C.)	
lost to W. H. Choa and Y. K. Mow	1-6
lost to T. H. Lau and T. W. Lau	1-6
lost to F. H. Kwok and H. N. Chau	3-6

MIXED DOUBLES.

Chinese R.C. Win.	
The Chinese R.C. mixed doubles team defeated the Ladies Recreation Club by 5½ sets to 3½ at Causeway Bay yesterday.	
Scores—	
Miss E. Lo and M. W. Lo (I.R.C.)	6-1
beat Miss Thomas and A. D. Humphreys	6-1
beat Mr. and Mrs. E. C. Etherington	6-1
beat Mrs. Stafford Smith and W. Ralston	6-1
Miss G. Lo and Ho Ka-lai (I.R.C.)	6-1
beat with Miss Thomas and	

CELTIC IN AN UGLY
FOOTBALL SCENE.Another Game Lost in
American Tour.

FRAYED TEMPER.

Providence (R.I.), June 7. Celtic, the Scottish League team, were beaten yesterday in a rough game with Pawtucket by 3 goals to 1.

Several players lost their tempers and came to blows, which caused many of the spectators to rush on to the field and join in the fray. Policemen were forced to disperse the crowd and restore order.

A. D. Humphreys 6-8
lost to Mr. and Mrs. E. C. Etherington 4-9
beat Mrs. Stafford Smith and W. Ralston 6-0

Mrs. Chiu and Lu Tak-cheuk (C.R.C.) || draw with Miss Thomas and A. D. Humphreys | 6-8 |
| draw with Mr. and Mrs. E. C. Etherington | 6-8 |
| lost to Mrs. Stafford Smith and W. Ralston | 3-6 |

"C" Division Table to Date.

drew with Mr. and Mrs. E. C.						
Etherington						6-8
lost to Mrs. Stafford-Smith						
and W. Ralston						8-6
"C" Division Table to Date.						
	Sets.					
	P.	W.	D.	L.	T.	A. Pts.
Chilrose R.C.	5	0	0	0	0	44
Recreation	4	1	0	0	32	13
S.C.A.A.	4	0	0	0	20	7
Y.M.C.A.	4	0	0	0	28	21
Indian R.C.	4	0	0	0	20	23
University	5	0	0	0	22	10
Army T.C.	5	0	0	0	21	23
Kowloon C.C.	3	2	0	0	14	18
Radio S.C.	5	2	0	0	18	20
H.K.C.C.	5	0	0	0	23	20
G.C.C.	5	0	0	0	14	20
K.I.T.C.	7	0	0	0	15	37
Graduates	1	0	0	0	1	37
Deutscher C.	2	0	0	0	4	14
G.C.C.	4	0	0	0	4	22

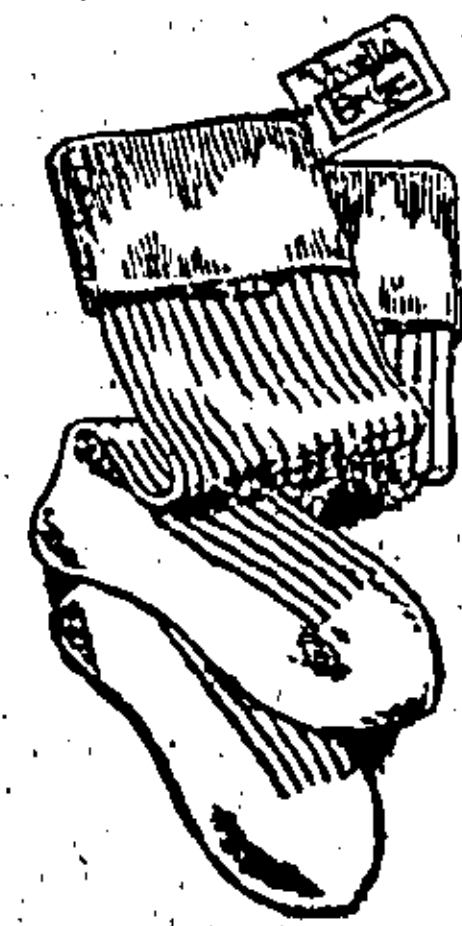
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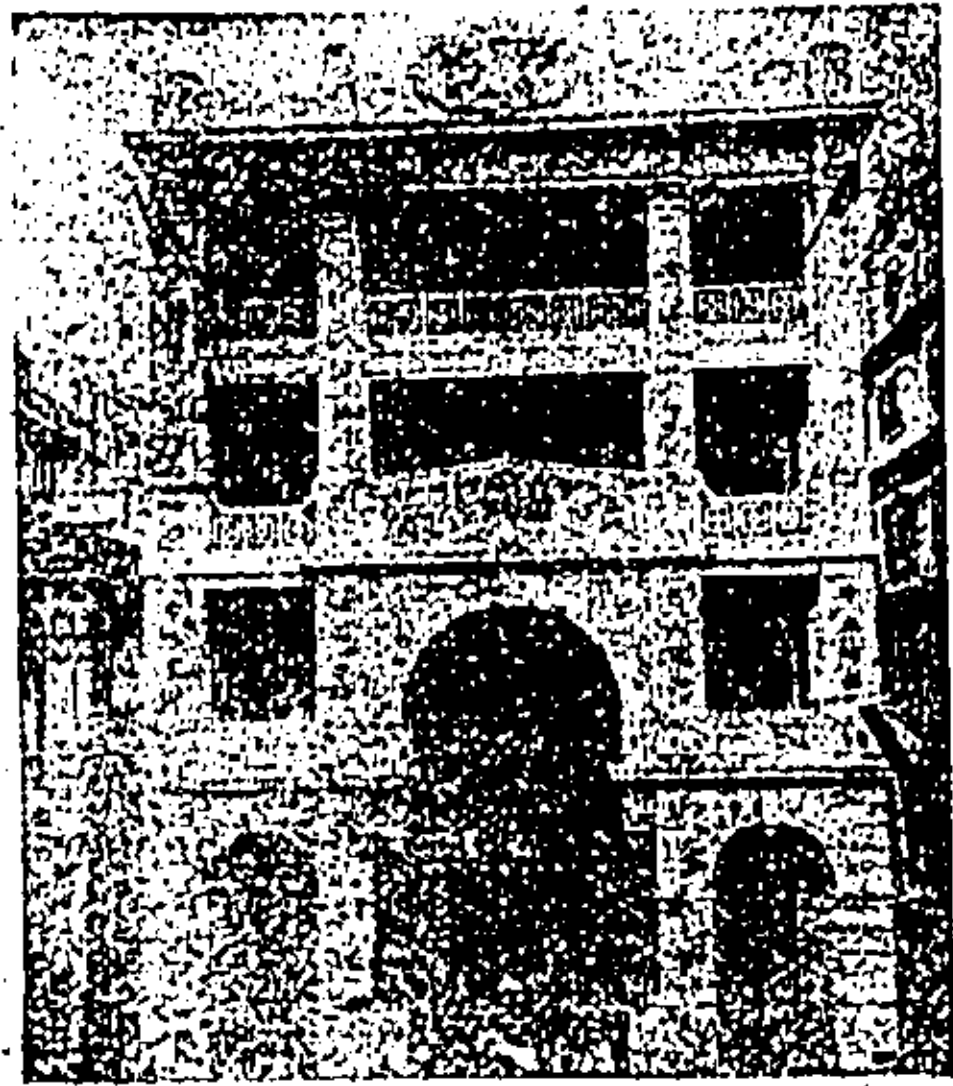
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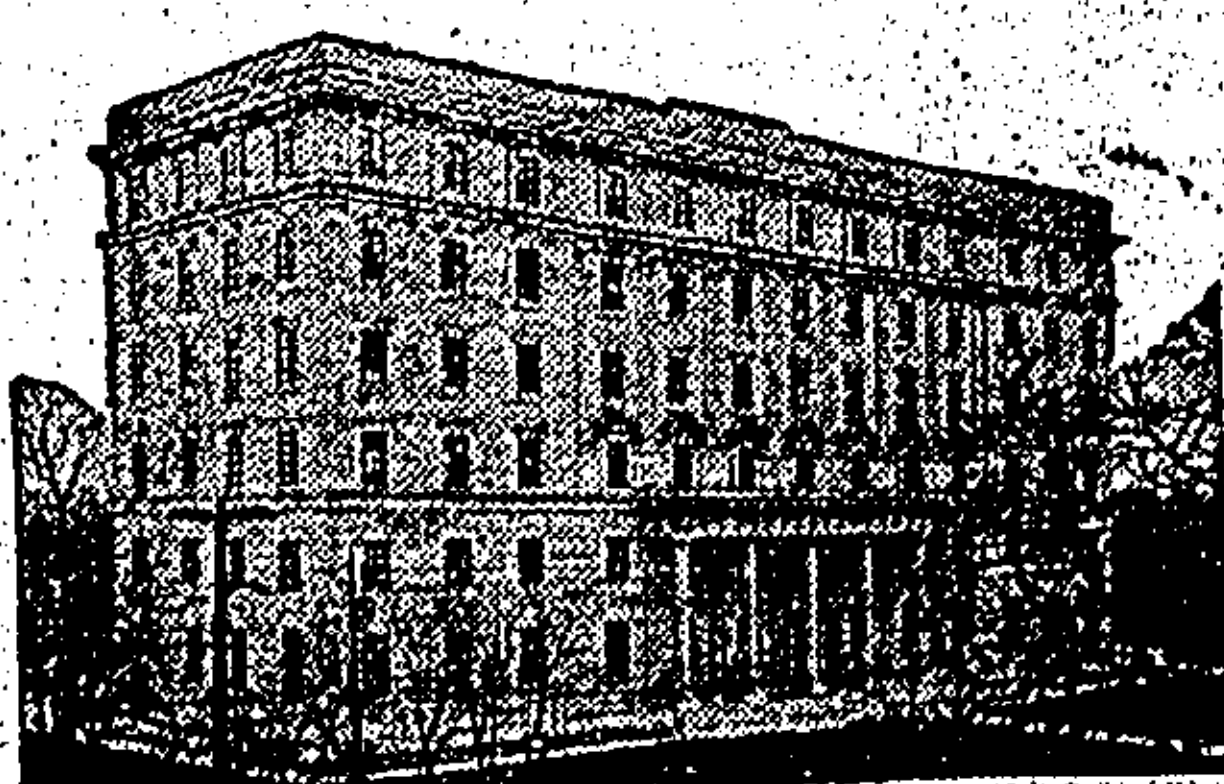
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Hong Kong, Thursday, July 2, 1931.

Dangerous Roads.

The tragic motoring accident
which occurred in Stubbs Road
last night, resulting in two
deaths, should serve as yet an-
other warning of the dangerous
curves of some of the roads in
Hong Kong. So far as surface
conditions is concerned, our local
highways are as perfect as could
be desired for motor traffic and
may be compared with the best
in the world. Unfortunately,
our praise must end there.
Largely due to the hilly nature
of the land, it is, of course, prac-
tically impossible to construct
long, straight roads in the
Colony; the only one that gener-
ally compares with this descrip-
tion is the Pokfulam Road from
Aberdeen to Deepwater Bay. It
has not been practicable, how-
ever, always to build roads of
this singular directness.

The gradients in Hong Kong
are exceptional and in places the
engineers have had to tunnel
their way through solid hill-side,
following as far as possible a
course conformable with the ap-
pearance of the land. An illustrative
example of this is the road lead-
ing from Wan Chai to Wong Nei-
Chong Gap and thence to Repulse
Bay. There is scarcely a straight
run in this maze of a roadway
and it contains more bends and
twists than any other road in the
Colony. It is impossible to see
the end of the road from any
point and the conditions are such
that a driver must be constantly
on his guard. The road is a
constant reminder of the danger
of motor traffic in Hong Kong.

According to leading authori-
ty, a road should be as short as
possible between two points to be
connected, although it is admit-
ted that straightness must often
be sacrificed to avoid difficulties
and expense and to secure good
gradients. The latter should be
as easy as practicable, having
regard to the country to be tra-
versed, and it is desirable that
there should be a ruling gradient
than which none should be
steeper. Curves should be elim-
inated as far as is desirable and
when unavoidable should be
made as gradual as possible.

The Repulse Bay Road, espe-
cially that section between "Hun-
tingdon" and Shui Fat Terrace,
contains numerous projecting
shoulders of cliff which consti-
tute a potential peril to all motor
traffic, both up-going and down-
coming, and which could be re-
moved without great difficulty or
expense. It is surely worth
while to sacrifice a slight aesthet-
ic appearance if human lives are
guarded thereby? These should-
ers could be cut clean away and
the cliff be backed up with a
shelving layer of cement, to guard
against landslides and subsidence
—another potential danger in
Hong Kong, of which we have
frequent examples on the Repulse
Bay Road.

Among other improvements
which the Public Works Depart-
ment should consider is the re-
moval of all unnecessary foliage
on the near side of the Repulse
Bay Road, which is likely to ob-
struct the view of the driver on a
double bend in the road, such
as at the "Huntingdon" corner,
where it should be possible to see
approaching motor traffic. It
should be taken into considera-
tion that it was not far from this
point where the fatality occurred
last night.

Other improvements which
should have the attention of the
authorities are the establish-
ment of a permanent traffic con-
trol post at Wong Nei-Chong Gap
and at the junction of Stubbs
Road and the Peak Road. Usual-
ly a policeman is found on duty
at this latter point, but there
are occasions when it is unoccu-
pied. In addition, there should
be a series of danger signals
erected at various points along
the road, warning drivers of
sharp bends, with the caution to
"go slow."

It is usually only after a ter-
rible accident that these matters
are given any consideration, but
in our opinion Stubbs Road is a
veritable death trap and an im-
mediate examination should be
considered with a view to carry-
ing out some of the many im-
provements which are needed.

Conquest of the Air.

The wonderful flight of the
airmen Post and Gatty, who have
reached New York after en-
circling the globe in just over
eight days, is more than a record-
breaking "stunt." It has de-
finitely established the aeroplane
as an important factor in long-
distance transport and, from the
point of view of speed, has re-
legated the ship and the motor car
to the position that the cart
horse now occupies on the land.

The journey was arduous and
accompanied by innumerable
risks and is not, of course, to be
considered as practicable as a
normal passenger and mail route.
But with a highly powered, qua-
druple-engine flying boat it
should be possible to operate a
round-the-world service occupy-
ing ten or twelve days at the
utmost without the slightest ele-
ment of risk.

The commercial value of a fleet
of flying boats of the Dornier
Do-X type should be apparent to
every business man. It means
that heads of firms in, say, Brit-
tain or the United States, may
visit their branches in the Far
East in less than a week and that
important mails may reach their
destination in a third of the time
it takes for their carriage by the
fastest liner. In a few years we
shall think nothing of flying
home on leave. That is what
the Gatty-Post achievement
means.

News in Brief.

Owing to the indisposition of the
Official Receiver, (Mr. E. L.
Agassiz), the Bankruptcy Court,
which was to have sat this morning,
was adjourned by the Chief Justice
(Sir Joseph Kemp, K.C.) to
Thursday next, at 10 a.m.

A motor accident, which resulted
in the death of two Chinese, oc-
curred in Stubbs Road yesterday
evening. Three men and two wo-
men were the occupants of a private
car, which, as it was rounding a
hairpin corner in Stubbs Road, sud-
denly crashed into the banking on
the side of the road, throwing its
passengers out. The driver es-
caped unhurt, but it is stated that
after conveying the injured to the
Government Civil Hospital for
treatment he went to the Empress
Hotel, where he ended his life by
drinking a bottle of Lysol. One of
the injured died in hospital at 11
o'clock.

AMBULANCE CORPS.

Further Donations to the Funds.

The Assistant Commissioner ac-
knowledges with grateful thanks
the receipt of the following dona-
tions to Brigade Funds:—

Woo Hay-tong	200
S. K. Wong	100
Ko Ho-ning	100
Mok Wing-yue	50
Lam Dore	25
Chu Chung-hin	20
Lai Yot-chun	15
Ho Man-hon	15
An-yung Fung-pak	15
Mok Hing-ku	10
Mok Hing-cheung	10
Chan Lam-kwan	10
* Pak Kee Painting Co.	50
* Loung Hop Hing	80

* Special discount on painting
of ambulance.
* Special discount on body work
of new ambulance.

HIRED CYCLES STOLEN

Said to have hired two cycles
and failed to return them, Chan
San was sent to jail for two
months at the Kowloon Police
Court to-day.

Sub-inspector Elston said that
accused hired one cycle on May
24, and the other on June 21.
The cycles had been sent to Swa-
dow and there was no chance of
recovering them.

JAPANESE TEAM TO TOUR INDIA.

Five Davis Cup Players.

U.S. REFUSAL.

According to a Rangoon paper the
Calcutta South Club, scheme to get
a team of American lawn tennis
players to visit India in the cold
weather is not likely to materialise
on the score of expense, but as a
welcome substitute there is every
likelihood that there will be a team
of Japanese players.

Mr. Sonda of Sonda and Co.,
Calcutta, a vice-president of the
South Club, who is at present in
Japan, is endeavouring to make ar-
rangements for a team, and the visit
now depends on the acceptance of
the terms offered by the South Club
and whether Japan is able to get
together a sufficiently strong team
for the tour.

The South Club has laid it down
that at least three of the five mem-
bers of the team shall be of Davis
Cup standard to be nominated by
Calcutta. This means that unless
players like Harada, Abe, Ohta,
Ioba, Miki and Aoki are available
the visit will not take place. From
private advices which have reached
Calcutta, it appears that Japan will
be able to send practically a Davis
Cup team, to India in December.
According to present arrangements
the Japanese will be asked to play
in Calcutta, Delhi and Bombay
alone, but should other centres de-
sire to witness the visitors in
action, doubtless the South Club will
be able to accommodate them.
Should the visit materialise the
South Club will arrange for an
Invitation Tournament, such as was
not successfully run during the
visit of the French team, or so alter
the dates of their own champion-
ships so that the Japanese will be
able to take part.

ENTERPRISE IN EGYPT.

The Cairo Motor Co., Morris Dis-
tributors for Egypt, have been quick
to take advantage of the interest in
British goods stimulated by the re-
cent visit of the British Trade
Mission to that country. A com-
prehensive display of all Morris
models, from the "Minor S.V." (five
two-seater models of which have, in-
cidentally, been sold to the local
Shell organisation) to the Isis
Six, was staged in the pleasant and
well-known venue of Groppe's Gar-
dens and opened by His Excellency
the High Commissioner on March
23. His Excellency displayed
considerable interest in the exhibits,
and the show was remarkably
well patronised, visitors be-
ing particularly impressed with
the exhaustive equipment and ex-
cellent finish of every model on
view.

One of the cars shown was an
Isis saloon model which recently ac-
complished the 540-mile journey
from Baghdad to Damascus—over
an appalling road and against
raging sand storms—in 14 hours
35 minutes, at an average speed of
approximately 37 m.p.h. This car
has evoked the highest praise from
an experienced chauffeur, Ahmed
Mogharbel, known as "King of the
Desert," who has been travelling be-
tween Syria, Iraq, Persia and
Palestine for the past twelve years.
"I have owned several powerful cars
of well-known makes," says this
"King," "but I can say sincerely
that I have never had a car which
gives me the same satisfaction as the
Morris Isis." Again: "The most
important thing for one who makes
his living from carrying passengers
by car is the petrol consumption.
With the Isis you can average a
minimum of 130 kilometres for
each tin of petrol (four gallons).
This means that on the journey
from Beirut to Baghdad and back
you save not less than 20 gallons of
petrol. This with the economy on
tyres and long life of the car re-
presents a profit which amounts
during a year to a considerable
sum."

Morris Commercial six-wheel
trucks were also displayed. The
Egyptian Frontier Administration
and War Office have a fleet of
sixty of these vehicles, some of
which have been in constant ser-
vice since 1925.

A novel feature which contrib-
uted to the success of the exhibition,
by making it a social rendezvous
into the bargain, was the thought-
ful provision of "tables and chairs"
among the cars, giving the observer
and his or her friends the chance
to sit down to their discussion of
some particular model, and at the
same time perform a cooling trick
with glasses—these the words of
the representative of the Cairo
Spix, who appears to have been
overcome by the prevailing heat
were almost as much as by the
mechanical treasury supplied by Sir
William Morris.

The Ontario Department of
Agriculture announces that the
Ontario and Provincial Govern-
ments will co-operate with fruit
growers in erecting a chain of
freezing plants to store surplus
fruit for winter use.

SWIMMING RECORDS SMASHED.

Joyce Cooper Sets Up New Time.

GLASGOW THRILLS.

Miss Joyce Cooper (Mermaid
A.S.C., London), who had broken
British or Scottish records at each
of the two Glasgow Clyde Week
galas held last month, accom-
plished one of the finest feats of
her career at the final meeting in
the Govanhill Baths last night when
she reduced the world's 150 yards
back-stroke record by 1-1/2 sec.
Miss Cooper, who swam against the
watch, covered the distance in 1
min. 54 sec., as against the previous
record of 1 min. 55-1/2 sec., held by
Miss Bonnie Mealing, of Australia.
Miss Cooper received a great ovation
on leaving the water.

Miss Gladys Howard (Zenith
A.S.C., Edinburgh) also made a suc-
cessful attempt on a record. In
this instance Miss Howard attacked
her own Scottish 10 yards breast-
stroke figures of 1 min. 22-1/2 sec.,
and returned 1 min. 21-1/2 sec.
Miss Howard was accompanied during
the swim by Miss Clasic Lang-
don (Renfrew), who had an allow-
ance of 5 sec.
Still another record was broken
when William Francis (Renfrew)
entered the water in a 150 yards
back-stroke match against William
Burns (Glasgow Police), who had 5
secs. start. Burns won by a touch,
but by clocking 1 min. 47-3/5 sec.,
Francis broke his own Scottish
figures by 2-5 sec.

TESTING A 12-TONNER.

"Ec—she's a wopper eh? That
she be—right on twenty ton if she's
a pun!" Such were the exclaima-
tions of the fisher folk of Lyme
Regis as they gathered round a
Thornycroft six-wheeled lorry which
had pulled up to park alongside the
quay wall.

And they were right for "she"
was the hottest and latest of the
Thornycroft range of freight
vehicles, a 102 h.p. six-cylinder six-
wheeler for 12-ton loads, which was
undergoing a test run through this
most difficult district. After a
very satisfactory run from the
maker's works at Basingstoke via
the main road to Exeter, the return
run was made along the coast road
via Sidmouth, Lyme Regis and Dor-
chester, which is a succession of
severe hills. This route was de-
liberately selected to test the
Thornycroft to the limits of its pull-
ing capacity, and the first long climb
of two miles up a 1 in 8 gradient
was surmounted at a quite respect-
able speed.

The big thrill was the climb out
of Lyme Regis when this loaded
lorry, scaling 19 tons, ascended the
old road with its hairpin bends and
1 in 5 gradient, instead of following
the new road which has more re-
cently been made in the interests of
safe motoring.
It was a real adventure for the
testers who trusted to the pulling
power of the engine and efficiency
of the transmission to withstand the
terrific strain. The machine re-
sponded right manfully and com-
pleted the climb without a hitch,
giving more than ample proof of its
entire strength. The successful
conclusion of the whole test run has
established convincing proof that
this "biggest of Thornycroft vehicles"
can be "implicitly" relied upon to
transport its "full load" wherever
there are roads.

Moreover this hefty six-wheeler
will travel over open country, with
smaller loads proportionate to the
difficult nature of the ground and is
thus eminently serviceable for over-
seas transport.
One example was among the ex-
hibits of Thornycroft freight
vehicles at the Buenos Aires Ex-
hibition, where it was the biggest
individual exhibit of the British
Motor Industry.

MORE STOWAWAYS.

Six Chinese stowaways pleaded
"guilty" at the Kowloon Magis-
tracy this morning to having stow-
ed away on the s.s. Tjlsaroen from
Java.

Mr. W. E. Hamilton remanded
the case for 48 hours in order to
go further into the matter.

Ten Years Ago.

[From the "China Mail" of
July 2, 1921.]

To-day's dollar is worth 2/7/6.
Water polo has been added to the
Royal Hong Kong Yacht Club's
list of sporting activities. Since
the proposal was put forward by
the committee, a week or two ago,
members have taken the matter un-
enthusiastically and already enough
prospective players have landed in
their numbers to make possible the
formation of two or three teams.
Xcelent interest was taken in the first
practice on Thursday afternoon
when a match between two scratch
teams provided a warmly contested
game.

CEYLON'S UNIQUE POSITION

Limitation of Subject's Right to Liberty.

CROWN APPEAL.

Mr. Justice Lyall-Grant delivered judgment in Colombo dismissing the appeal of the Solicitor-General against the acquittal by the Colombo Police Magistrate of Mrs. A. B. Pieris, of 39, Allan Avenue, Dehiwela, who was charged with causing hurt to Jane Irene Fernando, a servant girl 12 years old, by burning her with a firebrand.

The facts of the case were that about September last Jane Rodrigo, an aunt of the complainant, entrusted her to the accused to be adopted and educated. The complainant did housework and was also put on to cook in the kitchen. On November 4 last, she met a woman called Sophyhamy, to whom she stated that the accused had hurt her face, and requested her to ask her grandmother to come and remove her.

Jane Rodrigo went to the accused's house and removed her on the plea that her mother was ill. They went to the Wellawatte Police Station, and a complaint was made there that she was burnt by the accused on that day. She was sent to the hospital, and according to the sub-inspector, the House Surgeon, reported, "the wounds as old and non-grievous."

On the following day the J.M.O. examined her, and his evidence was that the burns were caused within two or three days of his examination.

The Additional Police Magistrate (Mr. L. D. C. Hughes) discharged the accused on the ground that the evidence for the prosecution rested primarily on the girl, and she had stated in her original complaint that she was burnt on the 4th, but to the J.M.O. she said that she was burnt on the 2nd, and thus contradicted herself.

The Solicitor-General appealed against the finding of the Magistrate.

Right Of Appeal.

The Judge in his order says:—"This is an appeal by the Solicitor-General against an order of acquittal in a private prosecution. This power of appeal in private cases was conferred on the Attorney-General by an amendment to the Criminal Procedure Code contained in Ordinance No. 19 of 1930, which came into force last November."

"By Section 393 the Solicitor-General may by direction of the Attorney-General either general or special, exercise all or any of the powers conferred on the Attorney-General by the Ordinance."

"The petition in the present case does not show that the Solicitor-General has received from the Attorney-General either special or general directions enabling him to

appeal in this case but no objection has been raised to the appeal on this score."

"I think therefore that I am justified in assuming that the Solicitor-General has received the necessary powers I would, however, direct the notice of the Crown authorities to the desirability of regularising this procedure. If there is a general direction it would be desirable that it should be deposited with the Registrar of the Supreme Court."

"This matter was not discussed in Court, and it is not necessary to refer to it further as I have come to the conclusion on other grounds that the appeal cannot succeed."

"An appeal from an acquittal is a remedy which has no place in most parts of the British Empire. The general rule is that if a person has been fairly and properly tried and acquitted he ought not to be put in jeopardy a second time for the same offence."

"Section 336 of our Code allows an appeal in case of acquittal to the Attorney-General or with his sanction and the recent amendment allows in private prosecutions a direct right of appeal to the Attorney-General in addition to the right of appeal with his sanction."

"These provisions create in Ceylon a more extended right of appeal against acquittal with a corresponding greater limitation of the right to liberty of the subject than in any part of the British Dominions with whose laws I have any acquaintance."

"The need for the existence of these powers is a matter for the legislature, but it is for the Appeal Court to decide on what grounds it will allow such appeals. In the present case the appeal is on facts."

What Must Be Proved.

"It is obviously not sufficient that the Court should think that there is material on which another Magistrate came to the conclusion that the accused was guilty. It must, I think, be satisfied that no other conclusion was reasonably possible, but that the accused was guilty, of that the Magistrate did not apply his mind to the whole evidence in the case."

"I do not think that this could be said here. The Magistrate has correctly said that the main evidence is that of the girl who has varied her statements on essential particulars from time to time."

"It is not possible here to say that the Magistrate has not duly exercised his discretion or that he has exercised it unreasonably, and in these circumstances I do not think that his finding of acquittal can be set aside."

"The appeal is dismissed."

ON RETIRING FROM THE EAST.

Amenities of Settling in Tangier.

HINT TO HONG KONGITES.

The following leading article appeared in the Tangier Gazette of May 18:—

We have received a valuable suggestion from a correspondent which we pass along to the Office de Tourisme in the hope that they will take advantage of it. The suggestion is that the various regiments in the British and Indian Armies should be circulated so that officers who are about to retire might be brought to consider the possibility of settling down in Tangier.

There is a vast number of British people who have spent the best part of their lives in India, the Straits Settlements, China, Africa, etc., and to whom the prospect of retiring to Britain where bad weather may be expected for at least nine months in the year, does not appeal. Here there is a large field for the Office de Tourisme to appeal to: if they make their efforts sufficiently attractive. This is being done by other watering places abroad, and similar to Tangier, but lacking its superb climate and its many natural advantages, amongst the latter being Tangier's cheap and easy accessibility to Britain, and its being done with great success.

It is suggested that the Office de Tourisme should publish a booklet, or brochure, setting out the advantages of settling in Tangier, and its many attractions, and should circulate it amongst the various regiments in the British and Indian Armies, and should also circulate it amongst the various regiments in the British and Indian Armies, and should also circulate it amongst the various regiments in the British and Indian Armies.

their clients. The field can be still further extended to include the Indian Civil Service, the Indian Police, the Colonial Civil Service in the many Crown Colonies, civilians in China and Japan, and those British subjects generally whose duties take them to the outposts of the Empire.

It is presumed that the appeal should be made to people with sufficient private means, in addition to their pensions, to enable them to enjoy in Tangier the same sport, amusements, and amenities of life which they were accustomed to in their former stations, and which in many cases would be beyond their means in Britain.

What is wanted in Tangier is a large Sporting Club, open to all, where racing, golf, tennis, polo, racquets, etc., may be obtained. Such a club, when honestly and efficiently run by a well-paid professional manager who knows his job, is a gold mine in itself. The tote and pari-mutuel on the various race meetings not only pay all overhead charges, but leave a handsome balance as well, part of which could be devoted to the support of local charities. To prove that this statement is correct we have but to mention the Calcutta Turf Club, the Shanghai Race Club, and the Sporting Club in Alexandria, all of which have large memberships, and all of which are flourishing and wealthy concerns.

With regard to polo at Tangier, the facilities for disembarking, or embarking, polo players, have so far been unsatisfactory. But we understand that a landing stage will soon be erected at the mole, between the 500 and 600 metres marks, with a crane for hoisting boxed horses. Tangier is the only place in the world outside of India where polo is played, and the only place where polo is played, and the only place where polo is played.

A FRENCH VIEW OF BRITAIN.

"The Outside World Reunites Us."

WAR UNTHINKABLE.

"Now, especially after the War, we consider a war between our two countries unthinkable. We are never afraid of seeing you strong. Would you always say the same thing of us?"

This point was made by Professor Andre Siegfried, addressing the Oxford Luncheon Club on "France and Britain." The address, which was given in English, was received with great applause by a large audience.

An explanation of the difficulty which the two peoples found in understanding each other was to be found, Professor Siegfried said, in the fact that the types of men who were really representative of both countries were widely contrasted. Typical Frenchmen were the peasant, a man who lived on the land, of the land, and for the land; the craftsman or small shopkeeper, who perpetuated medieval economic traditions; and the bourgeois, with his vigorous sense of property and thrift, his fine culture, and his narrow sense of class. But when he thought of typical Britons he thought of the workman, gifted with mechanical abilities, the great business man, and the gentleman, with whom survives something of the feudal atmosphere.

The view of business in each country, moreover, was different, with the result that the international spirit, which to the French was a luxury, to the British was a necessity of existence. What united the two countries was the community of their European civilisation and tradition.

Collaborators.

"We have been neighbours and collaborators for more than a thousand years," he continued. "Of course, there have been a certain number of wars, but war is a form of collaboration—it is a way of mixing peoples together. You say that a war with the United States is unthinkable and I can say the same of the French in their relations with you."

"We are not afraid of seeing a strong Britain, and I wish that every Briton would say the same of the French. Our relations with Britain are both European and extra-European. In Europe, we asked from you a guarantee rather than an alliance—in fact, we are defenders rather than claimants. The Locarno Treaty, in which the British guarantee the French against the Germans, and vice versa, expresses very well this point of view."

"A Window."

"We never try to limit British strength in Europe. Let Britain be stronger than we are in the Mediterranean—we have no objection to that. Especially, should we consider as deeply regrettable any movement which would estrange Great Britain from Europe, and if we come to recognise something like a United Europe, in an economic or any other sense, we want Britain to be in it. For the Continent she has been and should remain a window on the outside world."

"What we fear is that Great Britain should close herself in her Empire. We are afraid of any system which would put the centre of gravity of the British Empire further away from Europe than it is now."

"My conclusion is this—Europe sometimes separates the French and the British, but the outside world reunites us."

SHOOTING OF HUBERTA.

Allegations Against 4 European Farmers.

Four European farmers are alleged to have had a hand in the assassination of Huberta the Hippo, South Africa's national pet, whose bullet-ridden carcass was found floating in the Kelsnam river, near King William's Town. One of the men has confessed to a magistrate.

The shooting occurred in a remote part of the Ficksburg district. The "assassins" had their guns, but two have been recovered and identified as the weapons used. The farmers professed the excuse that they were afraid that the animal might damage their crops, but it is believed that they wanted its hide for blankets. The murder of the hippo, famous world-wide, has caused tremendous indignation throughout South Africa. A member of the House of Assembly has raised the subject in Parliament.

APPEAL SUCCEEDS.

Conviction for Wife-Murder Quashed.

THREE FACTS OBVIOUS.

The Lord Chief Justice gave no hint of the decision of the court when he started to deliver judgment. He began in the conventional way by saying:—

"This is an appeal against a conviction for murder by William Herbert Wallace, who was convicted at Liverpool Assizes on April 25 and sentenced to death."

The court was hushed to catch his every word. "Three facts, at any rate, are obvious," said the Lord Chief Justice. "The first is that at the conclusion of the case for the Crown no submission was made on behalf of the appellant that there was no case to go to the jury. Mr. Roland Oliver has explained the reasons for this, but the fact remains that there was no submission."

"Complete Fairness." "The second is that the evidence was summed up by the learned judge with complete fairness and accuracy, and it would not have been at all surprising if the result had been an acquittal."

"The third obvious fact, on which it is unnecessary for me to dwell, is that the case is eminently one of difficulty and doubt. The whole of the material evidence has been closely and critically examined by us during the past few days, and it does not appear to me to be necessary to discuss it again."

"Suffice it to say that we are not concerned here with suspicion, however grave, or theories, however ingenious. Section IV. of the Criminal Appeal Act of 1907 provides that the court shall allow the appeal if they think that the verdict of the jury should be set aside on the ground that it cannot be supported, having regard to the evidence."

"I should like to add that there is not, as far as we can see, any ground or any imputation upon the fairness of the trial."

"The conclusion at which we have arrived is that the case against the appellant, which we have carefully and anxiously considered and discussed, was not proved with that certainty which is necessary in order to justify a verdict of guilty, and therefore we desire to say we take the course indicated by the section of the statute to which I have referred. The result is that this appeal will be allowed and this conviction quashed."

The conviction of Wallace for the murder of his wife was one of the most remarkable verdicts in legal history.

The jury's decision was so unexpected that most people in court gasped with surprise. Wallace had been so confident of acquittal that he had his hat and overcoat handy in the dock.

He was so staggered by the verdict that he could hardly say a word. Those who were near him heard him murmur, "It does not seem possible."

Then he pulled himself together and braced himself up when he was asked the usual question—whether he had anything to say why sentence should not be passed.

"I am not guilty," he said in a low but firm voice. "I do not want to say anything else."

When he was taken back to the condemned cell at Walton Prison he at once went on hunger strike, but he was soon persuaded to abandon this method of protest. He had been in prison since February 2, and had awaited his trial with extraordinary calm and fortitude.

He again relapsed into a state of "philosophic calm"—as his brother described it—when he gave up his hunger strike, and from then onwards he awaited his appeal with self-composure and confidence.

Mrs. Julia Wallace was found dead in the sitting room of her home in Wolveston Street, Liverpool, on the evening of January 20. Her skull had been smashed to pieces with a heavy bar of iron. Eleven blows were struck, and the pathologist who gave evidence for the Crown said that the murderer must have been in a frenzy.

Wallace is a white-haired, bearded man, fifty-two years of age, of a studious and scientific turn of mind. He has always been regarded as one of the mildest-mannered of men. He is a keen chess player, and an amateur photographer. He has been a "correction" lecturer on scientific subjects, and has a chemical laboratory in his back room of his house. He had been married for eighteen years, and was at all times a devoted husband. He was known to love his wife very dearly, and was very kind to her.

ARE UNIVERSITIES OVERCROWDED.

Sir M. Sadler Arouses Controversy.

AN IMPEDIMENT.

Controversy has been aroused in educational circles by the suggestion of Sir Michael Sadler that some of the British universities are becoming overcrowded. An excessive number of students, said Sir Michael, were an impediment to effective intellectual work. Some of the raw material delivered to the universities was insufficiently trained for the sort of work which the university student ought to undertake. "You can drench a country," he said, "with too strong a dose of B.A.s."

Inquiries revealed disagreement among educational authorities, but employers of university graduates were agreed that the past standard had been mainly satisfactory from their point of view, and that it would be unfortunate if the standard of general education implied by a university degree were to be appreciably lowered. Following are some of the views expressed to a representative of the Morning Post.

Dr. Cyril Norwood (head master of Harrow School): I am quite in agreement with Sir Michael Sadler. The universities are only useful to people who are fitted for them.

"Not Too Full." Sir John Gilbert (chairman of the L. C. C. Education Committee): My impression in the case of London is that the development of advanced courses in the secondary schools has tended to send not only a large number of students to the university, but students who are better qualified educationally.

The London University Appointments Board: No doubt an uncontrolled increase in the number of university students would make it impossible to find satisfactory employment for all of them, but there is an increasing appreciation of their services both among business employers and in almost every branch of national life.

A prominent Cambridge University official said that the university was full, but it was not too full, and the various college authorities had definitely set their faces against accepting more students than the staff could deal with. There was a time just after the War when the charge of overcrowding might with some justice have been levelled at Cambridge, but that had now passed away.

While the slightly higher standard that is demanded in the entrance examination at Oxford, as compared with other universities, helps to diminish the number of candidates for admission, the problem of increased numbers has been and still is a pressing one, it was stated. Many colleges have been obliged to extend their premises within the last few years, but the teaching staff of the university has been increased in equal proportion.

MR. GANDHI'S ACCIDENT.

Puts His Foot On A Live Coal.

Bardoli, June 4.

Mr. Gandhi met with a slight accident while he went out on his usual morning stroll to-day.

While walking along the railroad he placed his foot on an ash heap in which was a live coal. His foot was slightly burnt but Mr. Gandhi returned to the ashram walking.

man of refined taste," as his counsel described him.

The case for the Crown entailed the supposition that he was in reality one of the most cunning and ferocious murderers of his generation, and that he was a man of iron nerve. Their suggestion was that Wallace had meditated the murder of his wife at least twenty-four hours beforehand, and that he carried out "a cunningly laid scheme" to establish a false alibi.

Telephone Call. Everything turned on a telephone message, which was sent to Wallace at his chess club, on the evening before the crime, making an appointment for him to meet a Mr. Quakrough at a house in Menlove Gardens East, to discuss an important matter of business.

Wallace left his home at 6.45 next morning and returned about two hours later. He then made the discovery that his wife had been murdered.

It was the case for the prosecution that Wallace, sent the telephone message himself, and that his actions on the evening of the crime were those of a man who was drawing attention to his movements to a suspicious extent. "In the words of the witness, he was building up an alibi in advance."

As He Played it on the Wireless!

JACK PAYNE & HIS B.B.C. DANCE ORCHESTRA

Columbia

- CB233—Peanut Vendor.....Foz-Trol.
- When Kentucky Sings....."
- CB222—You're Driving Me Crazy....."
- When You Were My Sweetheart....."
- CB264—Share My Umbrella....."
- Sunshine and Shadows....."
- CB257—City Lights....."
- Out of Nowhere....."
- CB249—Ten Cents a Dance....."
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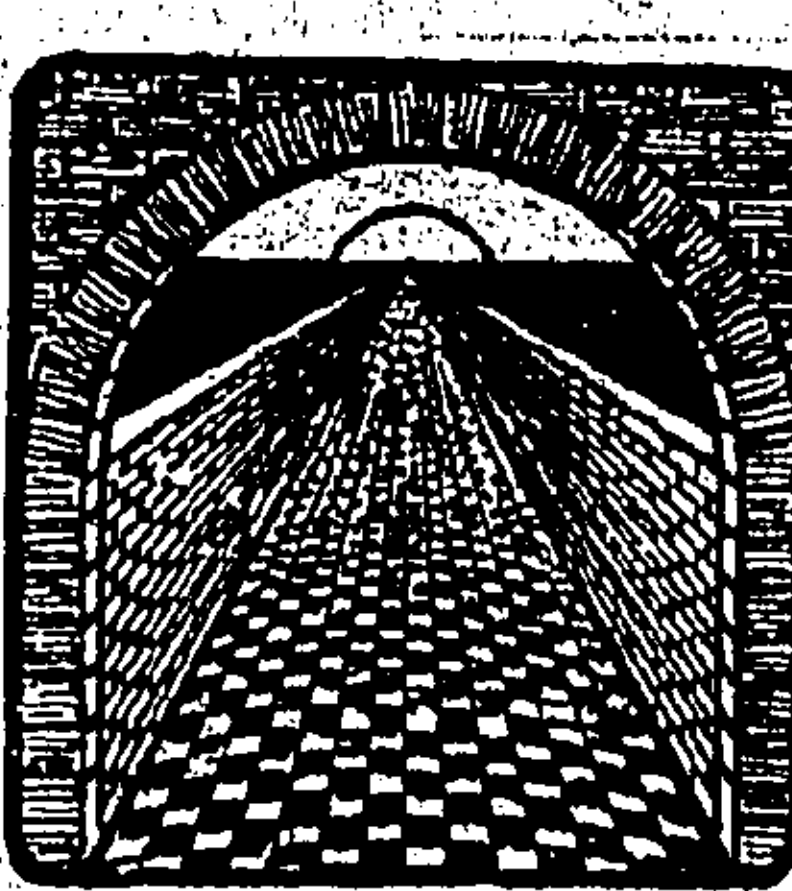
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For the information of visitors the following list of some of the highest points on the Island and Mainland is published—

	Island.	Feet.
Victoria Peak		1823
Signal Station		1774
Mt Parker		1784
Mountain Lodge		1723
The Eyrie		1726
Peak Hotel		1805
Talkoo Sanatorium		1000
Mt. Davis		877
Rowen Road (Silverbeds)		287
	Mainland	Feet.
Taimochea		8124
Kowloon Peak		1971

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S.S. "CARIGNANO"	July 5	July 5
S.S. "PILSNA"	July 12	July 12
S.S. "VENEZIA"	Aug. 2	Aug. 2
M.V. "HILDA"	July 27	Aug. 30
S.S. "TEVERE"	July 28	Aug. 9

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 8th July.
TATSUTA MARU	Wednesday, 8th July.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 21st July.
HIKAWA MARU	Tuesday, 21st July.
HIYAMA MARU	Tuesday, 21st July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Tuesday, 26th August.
HAKONE MARU	Saturday, 11th July.
YASUKUNI MARU	Monday, 27th July.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 25th July.
KAMO MARU	Saturday, 25th July.
KITANO MARU	Saturday, 25th July.
MANILA	Monday, 13th July.
SHINYO MARU	Monday, 13th July.
BOMBAY via Singapore, Penang, & Colombo.	Saturday, 11th July.
TANGO MARU	Saturday, 11th July.
TOKUSHIMA MARU	Tuesday, 26th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Tuesday, 28th July.
HEIYO MARU	Tuesday, 28th July.
NEW YORK, BOSTON via Panama.	Monday, 18th July.
TATSUNO MARU	Monday, 18th July.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Sunday, 19th July.
DURBAN MARU	Sunday, 19th July.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 8th July.
GENOA MARU	Wednesday, 8th July.
MURORO MARU	Wednesday, 16th July.
SHANGHAI KOBE & YOKOHAMA.	Thursday, 9th July.
RANGON MARU (Mol direct)	Thursday, 9th July.
FUSHIMI MARU	Saturday, 11th July.
KITANO MARU (Nagasaki direct)	Friday, 17th July.

For further information apply to—**NIPPON YUSEN KAISHA**
Telephone 56291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	La Plata Maru	Mon., 20th July
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN.	Manila Maru	Mon., 6th July
THENCE TO RIO DE JANEIRO & SANTOS via Singapore & Colombo.	Madras Maru (omitting Dar-Es-Salaam, Beira, P. Elizabeth, Rio de Janeiro & Santos)	Fri., 17th July
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Brisbane Maru	Mon., 6th July
JAPAN PORTS (Frequent Services).	Honolulu Maru	Wed., 8th July
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Paris Maru	Tues., 14th July
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Tokai Maru	Thurs., 9th July
BOMBAY & KARACHI via Singapore, Penang & Colombo.	Kwansei Maru	Thurs., 23rd July
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Havre Maru	Sat., 4th July
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Burma Maru	Thurs., 2nd July
BEELING via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun., 5th July
TAKAO via Swatow & Amoy (Fortnightly).	Honan Maru	Sun., 12th July
	Deli Maru	Thurs., 2nd July

For further particulars please apply to—
OSAKA SHOSHEN KAISHA
Telephone 28041.

BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 6.30 p.m., Wuchow 8 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING MON.	6th	FRI. 3rd	SAT. 4th	SUN. 5th
TAI HING MON.	13th	WED. 8th	THURS. 9th	FRI. 10th
TAI HING WED.	15th	FRI. 10th	SAT. 11th	SUN. 12th
TAI HING SAT.	18th	MON. 13th	TUES. 14th	WED. 15th
TAI HING TUES.	21st	THURS. 16th	FRI. 17th	SAT. 18th
TAI HING FRI.	24th	SUN. 19th	MON. 20th	TUES. 21st
TAI HING MON.	27th	WED. 22nd	THURS. 23rd	FRI. 24th
TAI HING WED.	29th	FRI. 24th	SAT. 25th	SUN. 26th
TAI HING SAT.	31st	MON. 26th	TUES. 27th	WED. 28th
TAI HING TUES.	3rd	THURS. 28th	FRI. 29th	SAT. 30th
TAI HING FRI.	5th	SUN. 30th	MON. 31st	TUES. 1st

For further particulars please apply to—
SANG WO

Shipping Intelligence.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	June 29	June 30
West River, at Shihing	31.9	32.8
North River at Samshui	22.2	22.5
East River at Shihing	11.9	12.3

The highest levels recorded are—Shihing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shihing, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shihing.

ARRIVALS OF SHIPS.

Tuesday, June 30.
Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton, buoy No. B23.—O.S.K.
Havdrot, Norwegian str., 713 tons, Capt. E. Fingalsen, from Samarinda, buoy No. B26.—K. Larsen & Co.
Sirdhana, British str., 4,835 tons, Capt. R. C. Brown, from Singapore, Kowloon Wharf.—M. M. & Co.

Wednesday, July 1.
Anshun, British str., 1,869 tons, Capt. J. A. McCulloch, from Amoy, buoy No. A10.—B. & S.
Canton Maru, Japanese str., 1,647 tons, Captain Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.

Cremer, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow, buoy No. A15.—J.C.J.L.

Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, from Manila, Kowloon Wharf.—C.P.S.

Glenshiel, British str., 5,805 tons, Capt. M. P. Sanders, from Singapore, Kowloon Wharf.—J. M. & Co.

Haining, British str., 832 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Harunasan Maru, Japanese str., 1,867 tons, Capt. K. Horigome, from Dairen, Yaumati Anchorage.—M.B.K.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Klungchow, British str., 1,545 tons, Capt. W. J. Larter, from Hong Kong, buoy No. B15.—B. & S.

Kumakata Maru, Japanese str., 783 tons, Capt. Kawamoto, from Canton, Stonecutters Anchorage.—M.B.K.

Marly, German str., 657 tons, Capt. A. Hoveland, from Bangkok, buoy No. C6.—Wallem & Co.

Nagara, Swedish str., 3,979 tons, Capt. C. H. Armstadt, from Shanghai, buoy No. A2.—Gillman & Co.

Paling Maru, Japanese str., 1,607 tons, Capt. K. Mineoka, from Canton, buoy No. C4.—N.Y.K.

Tean, British str., 1,351 tons, Capt. J. Pringle, from Canton, buoy No. B9.—B. & S.

Tijarora, Dutch str., 4,894 tons, Capt. J. Naarbout, from Manila, buoy No. A7.—J.C.J.L.

Yusang, British str., 1,122 tons, Capt. J. R. Middleton, from Swatow, West Point Wharf.—J. M. & Co.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E. 00h. is midnight, 12h. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*) when they should be subtracted from the depths.

July 2 to 8, 1931.

DATE	HIGH WATER	LOW WATER
July 2	10.15	4.15
July 3	10.30	4.30
July 4	10.45	4.45
July 5	11.00	4.60
July 6	11.15	4.75
July 7	11.30	4.90
July 8	11.45	5.05

SKELETON NAVY IN 1936.

Comparison with Other Powers.

"DAMNABLE SENTIMENT."

The real danger to Britain of the Socialist Government's Naval policy, as exemplified by the London Naval Treaty, was emphasized at the annual meeting of the Grand Council and members of the Navy League, held in the Central Hall, Westminster.

Lord Lloyd, who presided, in proposing a resolution, which was agreed to, calling on the Government "to build to the fullest extent up to the tonnage allowed by the Naval Treaty," spoke of the deplorable inadequacy of the cruiser, destroyer and submarine tonnage which we shall possess in 1936.

"At the present rate of building," he declared, "we shall not have 39 effective cruisers in four years' time. In the war we had some 400 destroyers, in four years' time we shall not have as many as 75. Taking submarines which are building and projected to-day, we shall have only 66 at the end of the Treaty period, while Japan will have 71, Italy will have 70, France will have 110, and the United States of America 111.

Paying for Peace.
"Unilateral disarmament," he continued, "can very easily lead to the biggest war yet known in history. We have always got to pay for peace. We can either pay for the maintenance of an adequate Navy, which after all gives employment, as to 75 per cent. of the cost of a ship, to our own workpeople, or we can pay for it in ultimate disaster—the loss of our markets, the loss of our trade, and the loss of the confidence and trust of the peoples of our Empire overseas."

Mr. L. S. Amery made an earnest plea that we should not let ourselves be led into abandoning the essentials of security. He ridiculed the suggestion that the one condition of peace was the absence of armaments. "You might as well suggest," he said, "that all you need to do is to get rid of the police to put an end to the last vestiges of burglary and crime."

"The one certain and sure guarantee to our peace is to maintain a Navy strong enough to enable us to co-operate with each other against aggression and strong enough not to tempt others to make aggression upon us."

Not Saved by Sentiment.
Prebendary A. W. Gough described the Navy as the arm of righteousness and humanity. "There is no religious background to pacifism whatever," he declared. "There is no defence in weakness. This country suffers itself by damnable sentiment. Sentiment will not save the nation. I thank God for what Lord Lloyd has been doing to bring the notice of the people to this great question."

Two resolutions, one urging the Government to make no further reductions in Naval strength until reciprocal action has been taken by other Powers, and the other expressing the view that no economies should be effected in reserves of oil, spare guns, ammunition, and stores, and that the dockyards at home and abroad should be maintained in a fully efficient condition, were carried unanimously.

Sir Cyril Cobb, who moved the adoption of the annual report, said that 1930 had been one of the League's most successful years since the war. All the evidence showed that their work was really having its effect on popular opinion.

Lord Lloyd was elected President. A luncheon was held before the annual meeting at the Trocadero. Among those present were Lord and Lady Lloyd, Mr. and Mrs. Amery, Sir Grayville Kyrie, Sir Cyril Cobb, Prebendary A. W. Gough, Colonel the Master of Empingham, Admiral Sir Sydney Fremantle, and Lieutenant-Colonel Forbes Buchanan.

WARSHIPS IN PORT.

The following British warships are in harbour to-day:
Gladstone, Capt. Hall.
Odin, in dock.
Orestes, in dock.
Sandwich, North wharf.
Serpent, North wharf.
Sirdar, North wharf.
Stormcloud, North wharf.
Taurus, East wharf.
Vanguard, East wharf.

COAL FOR WARSHIPS.

Grave Prejudice to Naval Strength.

Rugby, Yesterday.
The Parliament Secretary to the Admiralty, Mr. Charles Ammon, during his reply to a deputation from the Committee of the "back to the coal movement," received at the Admiralty to-day, declared that if the Navy were to revert to coal it would mean accepting a handicap in design which would be a most serious setback and could not now be undertaken without grave prejudice to the strength of the fleet and its operational efficiency.—British Wireless Service.

MARINERS WARNED.

Astraea Channel Limit Beacons.

Notice is hereby given that the three Astraea Channel Limit Light-buoys situated on the upper end of Gough Island, Whangpoo River, Shanghai Harbour, will be removed on or about July 6 1931, and without further notice.

Charts affected: Chinese Admiralty Charts Nos. 1011 and 507.

PASSENGER LIST.

ARRIVALS.

Per s.s. Empress of Russia from Manila on July 1:—
Mrs. E. Babel, Mrs. L. Ildefonso, Mrs. I. M. Pearson, D. Wilson, Mrs. Grana Cuervo, Master Cuervo, G. Fernando, Mrs. L. H. Garlington, H. A. Matsinger, Miss S. Marinas, M. Mornile, S. Bove, B. Mornile.

CONSIGNEES' NOTICE.

The m.v. Tai Yin, which sailed from Hong Kong on May 18, arrived at New York on June 29. The P. & O. s.s. Kashgar left Shanghai for this port on June 30 at 4 p.m., and is due here on July 3 at about 7 a.m.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Pilsna are reminded to take delivery of their goods which will be subject to rent after July 6. Consignees of cargo ex m.v. Thurland Castle are reminded to take delivery of their goods which will be subject to rent after July 6.

SHIP CONVENTIONS BILL.

Objections of the Industry.

Commenting on the Merchant Shipping (Safety and Load Line Conventions Bill), the Shipowners' Parliamentary Committee writes that the Bill is open to the vital objection that it does not provide that full and complete effect shall be given to the conventions in such a way as to establish equality between British and foreign ships alike. It therefore fails to effect of the conventions as indicated in the preamble to the Bill—namely, "promoting safety."

In a memorandum on the subject the Committee writes:—"The British shipping industry maintains that the Bill, if it is to be proceeded with, must make it manifest that Great Britain will give full and complete effect to the conventions by treating alike under British law all ships, whether British or foreign, that come under the conventions, so long as Great Britain remains a party to those conventions."

"Upon this point the new Government Bill is not acceptable to the British shipping industry. It is not prepared to give such full and complete effect to the conventions as the British shipping industry regards as imperative. It is not prepared to give such full and complete effect to the conventions as the British shipping industry regards as imperative. It is not prepared to give such full and complete effect to the conventions as the British shipping industry regards as imperative."

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	Hong Kong	Shanghai	Kobe	Yokohama	Manila	Vancouver
Empress of Russia	July 3	July 6	July 9	July 11	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17	Aug. 30
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30	Sept. 14
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14	Sept. 27
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27	Oct. 12
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	Oct. 25
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25	Nov. 9
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9	Nov. 22
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22	Dec. 7
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7	Dec. 20
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20	Jan. 4
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4	Jan. 18

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	July 10	July 12
EMPRESS OF ASIA	July 24	July 26

For further information please apply to:
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"PATROCLUS" 8th July For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow

"DIOMED" 21st July For Port Said, Marseilles, Genoa, London, Rotterdam and Hamburg

LIVERPOOL SERVICE.

"ADASTUS" 2nd July For Port Said, Liverpool, Harve & Glasgow

"ANTIOCHUS" 20th July For Port Said, Genoa, Liverpool, Harve & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"TYNDAROS" 25th July For Victoria, Vancouver & Seattle

"PROTEUS" 22nd Aug. For Victoria, Vancouver & Seattle

INWARD SERVICE.

"HEXENOR" Due 6th July For Shanghai, Kobe & Yokohama

"MACHIAON" Due 8th July For Kobe & Yokohama

"HELENUS" Due 9th July From New York

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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FIRST CLASS FARE TO SYDNEY, 6th RETURN

By the **TAIPING** (Austrian) via Hong Kong, Sydney, Melbourne, Adelaide, Perth, Fremantle, and Melbourne.

By the **CHANGTAE** (Austrian) via Hong Kong, Sydney, Melbourne, Adelaide, Perth, Fremantle, and Melbourne.

STEAMER	From Hong Kong	Arrive Hong Kong	Leave Hong Kong	Arrive Sydney
TAIPING	July 11	July 11	July 11	July 11
CHANGTAE	July 18	July 18	July 18	July 18
TAIPING	July 25	July 25	July 25	July 25
CHANGTAE	Aug. 1	Aug. 1	Aug. 1	Aug. 1

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SYDNEY, MELBOURNE, ADELAIDE, PERTH, FREMANTLE, AUSTRALIA & NEW ZEALAND.

For further particulars apply to—**OSAKA SHOSHEN KAISHA**

M. MICHELIN.

A Pioneer of Road Transport.

M. Andre Michelin, director of the Societe Michelin et Cie, and the Michelin Tyre Company, Limited, died at his house, 48 Rue Ampere, Paris, at the age of 73. With him there disappears a prominent figure in French industrial life, a pioneer of transport, a keen sportsman, and an ardent philanthropist.

Andre Jules Michelin was born in Paris on January 17, 1853, and was educated as an engineer at the Ecole Centrale, but after a brief period in the survey department of the Ministry of the Interior he joined his brother Edouard in a mechanical construction factory. Subsequently the two brothers took over the management of an old-established factory at Clermont Ferrand, the Barlier Dabree rubber works, from which the firm of Michelin Freres and the larger undertakings developed.

He was 35 years old when his chance came. M. Dunlop, a veterinary surgeon of Belfast, himself not even a cyclist, invented in 1888 the pneumatic bicycle tyre to replace the old solid or cushion tyre hitherto in use. Andre Michelin at once began experimenting with possible improvements, and evolved a detachable pneumatic tyre consisting of an inner tube and an outer cover fitted with a metal ring. He launched this in the Paris-Bordeaux bicycle race of May 1891, and in a still further improved form it was used by his team in the "Paris to Brest and back" race of September in the same year. At the period cyclists rode chiefly for cycle and tyre firms, and formed part of a publicity scheme. The Paris-Brest race was less a contest between men than between material in a developing industry, and the triumph then secured by the Michelin tyre really laid the foundations of his firm's subsequent success.

The advent of motoring gave a great impetus to the energies of Michelin Brothers at Clermont-Ferrand, and their firm rapidly expanded into one of the chief industries

undertaking in France. Doubtless skilful and rather humorous advertising had a good deal to do with its progress, but Andre Michelin saw to it that his firm should always be in the van with each improvement. When the Wright Brothers gave a new impetus to adventure and discovery in aviation he was one of the keenest supporters of the French efforts, and the founder of a series of prizes that helped to encourage French airmen. Some of the objectives set by him seem absurdly limited to-day—but they were formidable tasks when first proposed. For example, in 1910 he offered a prize of 100,000 francs (then £4,000) for the first flight from Paris to Puy-de-Dome. On the results so far achieved this prize looked as though it might wait long for a winner; but it was won in March 1911. Afterwards he instituted the Michelin Cup for distance and the Michelin Prize for speed, both of which did much to foster competition and progress in France.

Side by side with these interests, he took an active part in promoting facilities for tourists, especially in the marking of roads and the indication of routes. Out of these activities was developed the series of road maps, guides, and signposts, together with a wide and accurate intelligence organization and a tourists' itinerary service. At the same time he organized the welfare of the ever-growing army of work-people at Clermont-Ferrand on modern lines, being one of the first industrialists in France to appreciate the value of social welfare in factory life. From this he was led to take an active part in the movement to combat tuberculosis and other disease, and to interest himself in the encouragement of large families among his workers.

These activities necessitated a great deal of public service apart from his business concerns. He was for a year president of the Aero Club of France, of which he was one of the founders, and remained on its executive committee. He was on the committee of the Automobile Club de France, of the Ligne Aerienne, honorary president of the Association of Aeronautic Industries, member of the Committee for Roads and Traffic, and an active patron of many associations for combating diseases. For his services to aviation, especially during the War, he was made Chevalier of the Legion of Honour.

TWO ENGINE SIZES.

Great British Motor Development.

Sensational indeed is the latest product of the Hillman Motor Car Co., Ltd., of Coventry—to wit, their new "Wizard." In the motoring requirements of all countries where cars can be used are, surely and satisfactorily filled. Only after prolonged and intensive tests, under all conditions and in many climates, has this new model been placed on the market.

Those responsible for the "Wizard" encircled the globe in their search for first-hand information as to the world's motoring demands. They sought, too, the practical and invaluable advice of leading authorities in the automobile circles of their respective countries. The data thus obtained has been freely used in the design of the "Wizard," and is a serious attempt on the part of British motor manufacturers to capture international markets.

At the conclusion of its preliminary tests in Britain, the "Wizard" was shipped abroad—to France; Spain; to the intense heat of Northern Africa's desert lands; through the snow and ice of Austrian, Swiss and Italian mountain passes, and across the worst roads of Central Europe.

"No use relying upon the testing grounds of Great Britain to prove fitness for world requirements," argued the designers: "to be 100 per cent. cosmopolitan the 'Wizard' must prove its worth under the identical conditions with which overseas motorists have daily to contend."

Thus, the Hillman "Wizard" has already, behind the scenes, given definite proof of its high efficiency and stamina.

During the preliminary research it was wisely decided that a choice of engine size should be made available: thus, there is the "65" model (with 65 m.m. bore—15.7 h.p.—engine). These differ only in cylinder capacity, and the choice is left entirely to the buyer, the cost of either model being identical.

The six-cylinder engine is an uncommonly easy starter, and possesses a smoothness and silence usually associated only with the highest-priced vehicles. Side-by-side valves are used, lubrication is by full pressure, and cooling is by pump and fan.

Not only has the "Wizard" a four-speed gear-box, but the famous Hillman "Silent third" (or "Traffic Top") is also embodied. Hitherto this most desirable feature has proved too expensive for inclusion in the specification of a moderately-priced car.

Possessed of excellent speed and acceleration, with brakes to match; economical in upkeep, and giving unusual body accommodation—more than equal to that of cars much longer wheelbase, it is beyond doubt that the design of this new Hillman model is absolutely revolutionary.

The "Wizard's" flexibility, moreover, is astounding enabling it to amble along on top gear at walking pace and to shoot away to far more than a "mile-a-minute" by a mere depression of the accelerator. The use, however, of the "Silent Third" introduces one of the car's most fascinating qualities—a thrilling acceleration combined with noiselessness which must be experienced to be believed.

That such a car as the Hillman "Wizard" can be sold at a low price is a triumph for the reorganization and rationalisation which has recently been completed at the Coventry factory.

The "Wizard" models are as follows:

Five-Seater Family Saloon.

Roomy, compact, and pleasant in appearance, and providing "full ease" comfort, the bodies are of pressed steel construction and give that desired lightness with rigidity. The choice of colour finishes are blue, maroon or black cellulose with tasteful mouldings to tone with the general colour scheme. Interior finish can be had in furniture, hide or "tapestry cloth." Of shades most suited to the exterior appearance and the latter selection involves no additional cost.

Equipment includes Triplex glass windscreen, Artillery wheels, front and rear bumper bars, dump-trunk covers, adjustable front seats, pile carpets, recessed arm-rests, foot-rests, roof-light, tall and "Stop" light, spare wheel and tyre (near side). Exclusive on the deluxe model—Triplex glass throughout, wire wheels instead of Artillery, and a table-top luggage rack built integrally with the body.

Four-Seater Sports Saloon.

Designed for sportsmen and keen drivers, this model is a

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

The Eight with Buick's Prestige

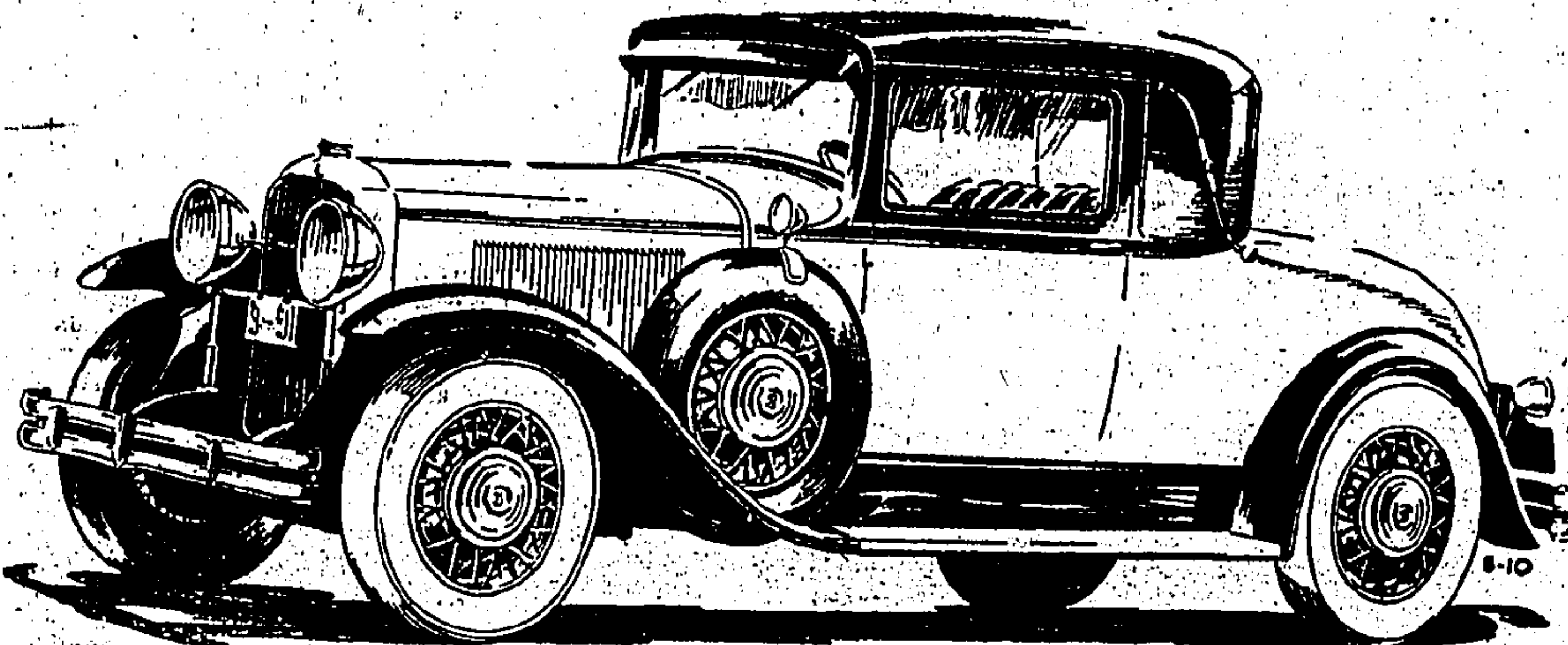
No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

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formance, and yet offering a "docility" most comforting for town usage. The body is built on the latest Weymann-flexible-metal system—with pressed-steel panels up to the waistline and fabric above.

The choice of colour finishes are:—Bright smoke, blue and deep sea-green with tasteful mouldings to match, or black with primrose mouldings. Furniture hide upholstery tones happily with the body finish. Front seats are of the "chair" type, adjustable over a range of eight inches, and deep wells provide the maximum of leg comfort for the rear seat occupants. The luggage problem is overcome by a spacious boot built as one with the body. Equipment:—Pile carpets, tall and "Stop" light, roof-lamp, bumpers fore and aft, rear vision mirror, Triplex glass windscreen and side windows.

Five-Seater Tourer.

This car is of truly handsome proportions. Built of seasoned hardwood and pressed steel panels, and upholstered in blue, maroon or beige. With tasteful mouldings to harmonize, it presents an air of distinctiveness unequalled with any car of its class. The front seat is "one-piece" and extremely roomy while the rear seat will accommodate three persons with comfort; arm-rests and a "disappearing" foot-rest being standard fittings. The hood is definitely "one-man" in use; in spring loaded and can be raised or lowered, even in gusty weather, without trial or difficulty. The single-pane windscreen, of Triplex glass, hinges outwards and folds flat over the scuttle at will. All-weather equipment, consisting of rattle and draught-proof side curtains can be stowed away in a felt-lined compartment behind the rear seat squab. Luggage accommodation is amply provided for by a sturdy rear grid.

The Coupe Cabriolet.

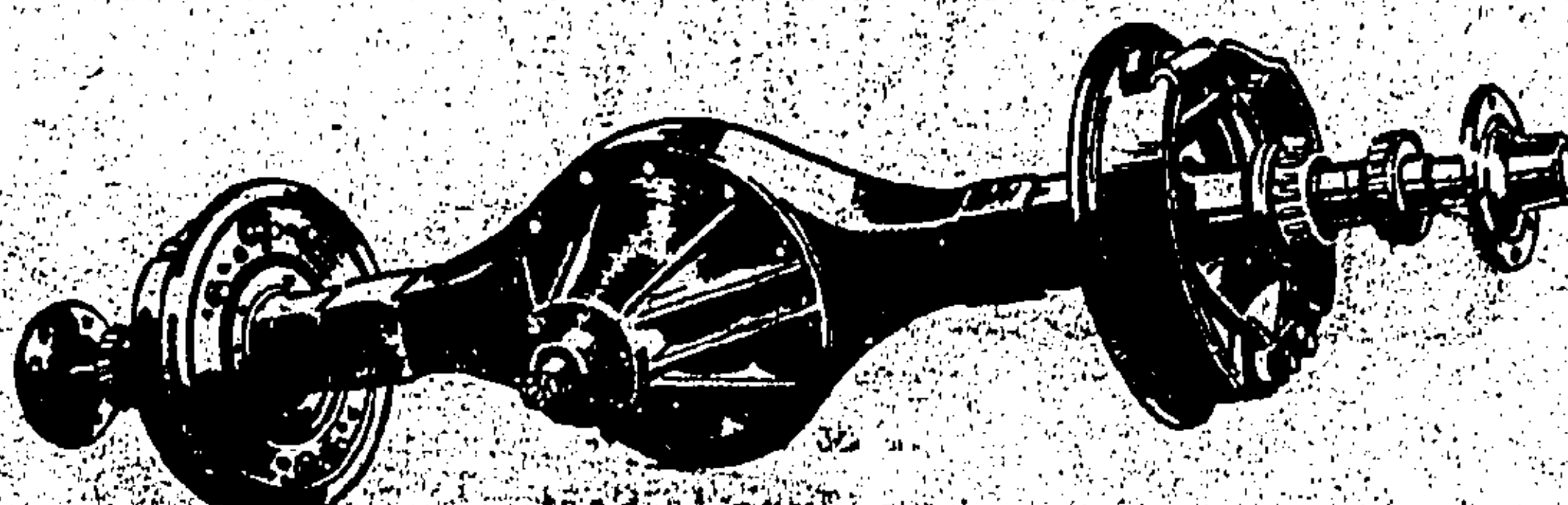
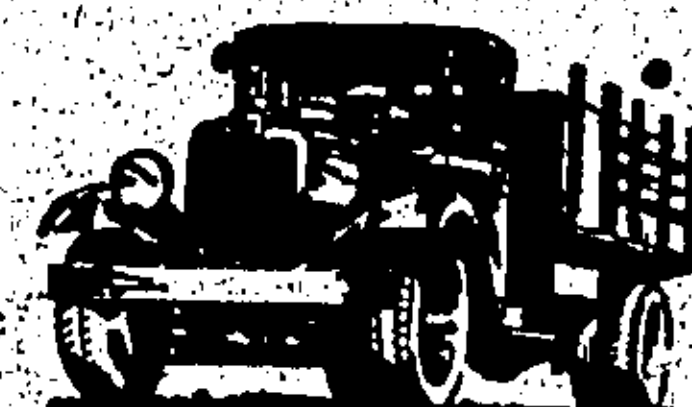
The lines and finish of this model are attractive indeed. The body is constructed of thoroughly seasoned hardwood and pressed steel panels, with colour finishes giving the choice of blue, beige or black. Tastefully lined mouldings enhance the general appearance and the scheme is completed with furniture hide upholstery. The seat is adjustable for leg length over an extensive range. Being over 40 inches wide, the dickey seat is extremely roomy, and complete protection from the elements is provided for its occupants. Equipment includes Triplex glass windscreen and side windows, bumpers fore and aft, rear vision mirror, and many other truly lavish details. Standard over-arched mudguards, standard over-arched mudguards, standard over-arched mudguards.

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There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder, and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.

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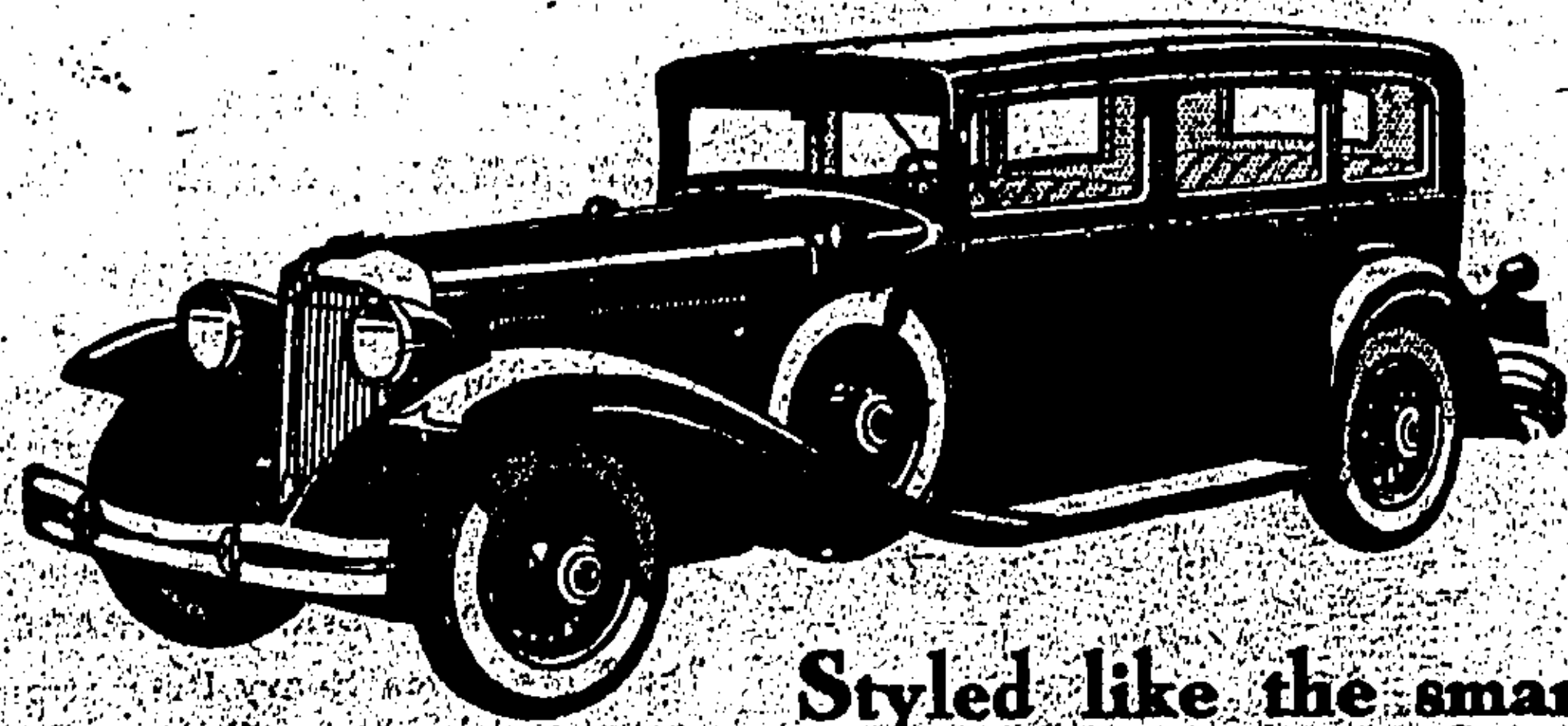
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cars, the Chrysler Straight Eight, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of most attractive appearance, better balance, finer riding qualities and greater safety.

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ASLEEP AT WHEEL.

Officer Fined After a
"Misadventure."

William Princep St. John Becher, a second lieutenant in the R.A. at Shoburyness, was summoned at Komford for driving a motor-car on the highway without due care and attention.

Superintendent Knights said that shortly after midnight on April 1 a constable at South Hornchurch saw a car driven by Becher pass him at a speed estimated at between 25 and 30 miles an hour. It afterwards struck a kerb and overturned.

Mr. Becher got out through the sunshine saloon and said he had fallen asleep.

In the witness-box Mr. Becher said he had driven from Shoburyness to Woolwich and then to Richmond and back on the previous night. He was returning to Shoburyness and when passing through Blackwall Tunnel he began to fall asleep.

He stopped at the side of the road and tried to get some sleep but without success.

He remembered passing the constable and then fell asleep.

There was no other traffic about and it was a beautiful moonlight night. He submitted that driving in these circumstances it became a more or less subconscious act, as his mind was diverted by the lights of other cars.

He also submitted that the driver of a car could not prevent himself from going to sleep, beyond taking precaution.

It was a misadventure rather than a malicious act, and he was in complete possession of his faculties when he passed the constable.

Mr. Becher was fined 20s., the chairman saying that the fine would not affect his licence.

COVENTRY AFFAIRS.

Desire to Preserve the
Company.

The appointment of joint receivers on behalf of the first and second debenture holders of Swift of Coventry, motor and cycle manufacturers, was quickly followed by a private meeting of creditors held at Birmingham. The meeting was convened by the directors in order that the situation could be considered, and the cause leading up to it explained, states the Financial Times.

The joint receivers are Sir Harry Peat, of Peat Marwick Mitchell and Co., chartered accountants, of Ironmonger Lane, London, and Birmingham; and Mr. Herbert Smith, of C. Herbert Smith and Russell, chartered accountants, Colmore Row, Birmingham.

There were over one hundred creditors present and all the directors attended.

Speaking for the Board, Mr. C. Latham made a statement in which he explained that the persistence of the general depression in trade had intensified the difficulties under which the company had been labouring. Several people had pressed their claims for immediate attention, and a number of writs were also threatened, so that it became necessary that a moratorium should be created in the interests of the creditors as a whole.

Friendly Relations.
It was stated by the chairman elected at the meeting that not a single note of dissent was forthcoming from any creditor. The most friendly sentiments were expressed towards the directors, who had the declared sympathy of the meeting in the crisis they had been called upon to face. Several creditors announced their readiness to assist in the preservation of the business.

From the body of creditors five representatives were chosen as a committee to watch the interests of the creditors generally and to keep in touch and confer with the board regarding any future developments.

The company's issued and paid capital amounts to £207,141, of which £67,141 is in six and a-half per cent. "A" prior preference, £100,000 in 7½ per cent. preference and the remaining £40,000 in ordinary (4s.) shares. Following a capital rearrangement scheme in July, 1927, preference dividend arrears from 1923 to the end 1927 were cancelled and the dividend rate increased to 7½ per cent.

The present "A" preference shares were created as a result of the conversion of a third debenture in 1929. No dividends have yet been paid on either class of the existing preference shares. The first mortgage debenture amounts to £75,000. The second mortgage debenture, amounting to £100,000, is in respect of a sum of £79,135 due to bank at July 31, 1930. For the year to July 31 last, the company made a net profit of £589, as compared with £3,209 in the preceding year.

CARS WHICH BOOST BRITAIN.

In remote countries where motoring is still in its infancy, Rolls-Royce cars are doing a valuable pioneer work in impressing upon potential car owners the merits of "Buying British." A Rolls-Royce car, for example, has recently been delivered in Manchuria. So far the average Manchurian has not become "car-conscious," but when he does he will be the more ready to buy some British car because the Rolls-Royce has done so much to advertise to him the outstanding merits of British engineering and, in fact, British goods in general.

In Slam, Afghanistan, Abyssinia and Malaya, where such roads as exist at all are still in a primitive state, there are Rolls-Royce cars, and even in places like the Balearic Islands, where one would imagine scope for motoring is small, this famous product is to be found.

SIX-WHEELERS GOING STRONG.

As their outstanding merits for cross-country work and running on bad roads, and severe gradients, become better known, the demand for six-wheeled motor-cars is increasing steadily. The huge order placed by the Government of India some time ago for about six-wheelers placed these well-known motors in a unique position in the public eye and this has resulted in that Government's purchase of a further 100 units.

Orders have recently been received from Tinnervelly, Southern India, British Guiana and Kenya, the latter order being for two special Albion six-wheelers for the Kenya Uganda Railway. Even at home, where roads are generally good, six-wheelers have proved a useful and economical type of motor-car.

TRAFFIC JAMS.

Horses Not to
Blame.

"I emphatically deny that the horse is responsible for traffic congestion at the present time," declared Sir Walter Gilbey at a luncheon in connection with the annual London cart-horse parade in Regent's Park. Sir Walter said they were threatened with legislation to prevent the use of horses in certain London streets. "It is not a question of the horse impeding traffic," he added. "I can prove to any unbiased person that the causes of the congestion are the omnibuses, motor-coaches, and business lorries." The total number of horses in the parade—784—was the lowest since 1926, but the splendid quality and condition of the animals compensated for the low entry.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its wailing gives any automatic right of way at cross roads.

All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

"MARVELLOUS."

Performance by a
Morris-Cowley.

The Assistant Inspector-General of the Egyptian Army—General Palmer Pasha, D.S.O.—made in February a trip across the Sinai Peninsula in a 14/32 h.p. 1931 Morris-Cowley touring model taken from stock, and his report on the car's behaviour to the Morris Distributors for Egypt, the Cairo Motor Co., makes pleasant reading.

Conditions were of the very worst. "The road involved long stretches of rough solid rock, during which the car was continually jarred through every part of chassis and body. There were also steep slopes with loose and fixed rocks intermingled, giving bad and often dangerous going. Very steep descents and ascents across washed out khors or nullahs were very trying to springs and chassis. The car at times was working inclined at 80 degrees from the vertical. On the Mitla Pass the drift sand was soft and deep on the eastern slopes for distances up to 100 yards at a time. Returning westwards, these slopes were against the collar, and formed serious obstacles."

That the Cowley is fully equipped to contend with such going, necessitating a car of "extreme flexibility, good performance at low speeds, powerful brakes and soundness of construction," is evidenced by the writer's subsequent comments. "This car went comfortably on top gear, without fuss or difficulty, at continuous speeds of 15 to 20 kilometres per hour, picking up from almost a standstill to full running in twenty yards in a fashion I should not have believed possible in a four-cylinder car. The gear movements were singularly easy at all speeds, and noiseless. She answered very readily to the proper manipulations of the spark, and this proved a very important factor in her performance. On the return journey, when better run in, she ran comfortably on good going at between 40 and 50 kilometres per hour; I did not try her higher."

General Palmer Pasha concludes: "These remarks may appear to you nothing better than the ordinary attributes of your light cars; but that this little car should have done this trip with three passengers and some kit over such a road for such a distance (584 miles), with the use of 23 gallons of petrol and ½-gallon of Shell oil, and return in what I trust you will find to be really good condition, is, to my mind, a marvellous performance. I must thoroughly congratulate the Morris Company on turning out a light car at popular prices which really can stand up to hard work and give a driver sixty minutes pleasure to every hour behind the wheel."

General Palmer Pasha has placed an order for a Morris Isis touring model.

ARTICULATED SIX-WHEELER.

The latest addition to the extensive range of A.E.C. goods vehicles is the "Mammoth" Carri-more 12-tonner—a six-wheel model expressly designed to meet the legal conditions affecting heavy duty imposed by the Road Traffic Act 1930.

The six-cylinder, 110 h.p. power unit is the same as used for the standard "Mammoth" model, and all the other features remain unaltered with the exception of the shortening of the chassis wheelbase to 10 ft. 6 ins. This has the effect of making the vehicle extremely manoeuvrable, and it is a point worthy of note that the complete unit can be turned round in a roadway as wide as the diagonal length of the body.

The body is of the hinged and detachable sided pattern, constructed to drop in three sections. Its load length is 25 ft. 6 ins., which brings it well within the legal overall limit. The interior height of the sides is 2 ft.

A 14-in. frame of 7/16-in. section has been used for the carrier portion, whose wheels are interchangeable with those of the prime mover. Servo brakes, controlled by the foot pedal, operate on all the six wheels.

The turntable, mounted at the rear of the "Mammoth" chassis, is constructed of heavy steel pressings, and built on the well-known Carri-more principle.

This new articulated six-wheeler has 12 tons power to transport 12 tons loads under all reasonable conditions, in its smoothness of running, flexibility of handling, and ample body space, represents the most modern type of unit for fast heavy

MOTOR SPRINKLER.

An Interesting Dennis
Appliance.

The Municipality of Khartoum has two principal types of roadway under its supervision—the entirely unmetalled by-ways and the main roads, which consist of an asphalted surface, some 15 ft. wide, with sandy margins, at each side. The task of watering the unmetalled parts, as distinct from the prepared surface, calls for a street-sprinkler with unusual characteristics. Not only must it be possible to cut out the central flow as required, in order to conserve water when dealing with the highway system, but it is also important that the water pressure (one of the factors governing the width of spread) should remain constant irrespective of the speed of the machine.

A Dennis three-ton pneumatic-tired chassis carrying a 675-gallon cylindrical tank and an independent pumping set, has accordingly been commissioned by the Khartoum authorities. Constructed of galvanneal, the two sprinkler heads are fitted at the forward end of the frame, their controls being operated by levers alongside the steering wheel, so that the whole appliance can be conveniently operated by one man.

Normally, the two sprinkler heads give a total spread of 45 ft., but for operation on the main roads rotatable sleeves fitted to the heads are turned so as to restrict the water flow to the areas at each side of the metalled surface.

Water reaches the sprinkler heads from the pump, which, in turn, draws it from the tank. The pump is of the two-stage fire-engine type, being driven by a single-cylindered water-cooled engine to which it is coupled direct, the whole assembly being situated close behind the driver's cab and in front of the tank. For use when the driver is starting up, a step is provided at the off side of the chassis, after which the pumping engine is controlled from the interior of the cab.

A system of pipes and cocks and an auxiliary suction inlet enable the pump to be used for filling the tank from open water, the tanks beside irrigation canals being the usual source of supply. Tests have shown that with the customary lift of 5-6 ft. filling is carried out at the rate of 125 gallons per minute, whilst the rate is 50 gallons per minute when the lift is increased to 20 ft. An interesting and unusual detail of this machine is the air pump for the inflation of the pneumatic tyres. In view of the exceptionally hot climate in which the machine operates, this pump is water-cooled by means of a by-pass from the main engine-cooling system.

The tasks which face municipal authorities in some parts of the world are without a counterpart in Great Britain but nevertheless British makers are able to supply types of machine for meeting unusual requirements, and the Dennis appliance provides another instance of the adaptability of the commercial motor for such duties.—The Commercial Motor.



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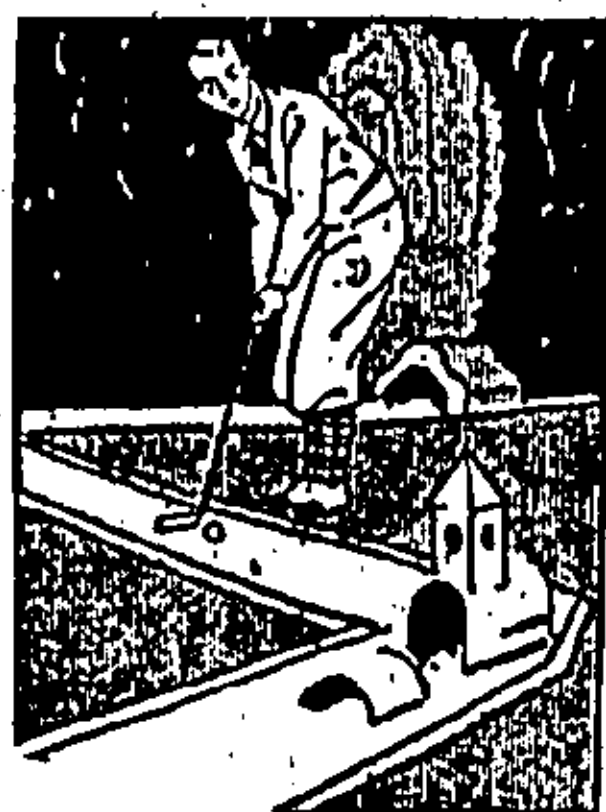
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DELHI REVELATIONS.

In the Delhi conspiracy case
the accused B. P. Jain made a
statement before the Special Tri-
bunal expressing lack of con-
fidence in the justice of the
Tribunal and dissociating him-
self from further proceedings of
the case.He said the fate of himself
and the other accused persons
was sealed before their trial be-
gan, and probably the judgment
had already been written and put
aside.The evidence of Kailashpati,
the chief approver, mainly con-
cerned a bomb factory in Delhi.
Witness stated that he com-
menced purchasing acids and
other things required from
Baburam Gupta after his own
stock had been exhausted. In
this way he bought 80 pounds of
sulphuric acid, about 100 pounds
of nitric acid, 10 pairs of rubber
gloves, a pound of chloroform and
one pound of potassium cyanide.
He paid Baburam Gupta Rs. 600
for the goods. In addition to
these things they required car-
bolic acid for the manufacture of
meric acid. This he had stocked
at his house and he brought it to
the factory when there was need
for it.Picric acid was made in a room
next to the kitchen and they used
electric fans in order to drive out
the gas fumes. They had been
making picric acid for three days
when one of the drains of the
house became choked and water
accumulated in the lane outside.
Activities were then temporari-
ly suspended.As the progress of manufac-
turing picric acid with one set of
apparatus was very slow they
purchased some more flasks, rub-
ber tubing, measuring glasses
and separating funnels. At the
beginning of August they re-
sumed the manufacture of picric
acid. They succeeded in making
the acid, guncotton, nitro-
glycerine and picro-chlorine gas,
and attempted but failed to
manufacture hydro-cyanic acid
gas—a very poisonous gas; and
as they could not discover any
antidote to prevent injury to
themselves during its manufac-
ture they gave up the attempt.
They had also intended to manu-
facture a poison from cotton
seeds but did not do so.The picro-chlorine gas was in-
tended to render people senseless
during raiding parties while the
hydro-cyanic acid was intended
to kill people outright. The effi-
cacy of the picro-chlorine gas was
tested on two hares which were
shut up in a room in which the
gas was liberated. The hares be-
came unconscious.Similarly, potassium cyanide
was tested by injecting small
doses into a pair of rats.
Kailashpati stated that nitric
and sulphuric acids and ice were
needed for the manufacture of
gun-cotton. They manufactured
about 30 pounds of picric acid.Witness stated that with the
exception of Parkasho the party
living in the factory consisted
entirely of males. This, they
felt, might create suspicion so
B. P. Jain was requested to bring
his wife to the factory which he
did. Subsequently Didi, the
adopted sister of Bhagwati-
charan, was brought there by
Azad to learn how to manufac-
ture explosives.Witness also sent a bombshell
to Madangopal at Ajmere with a
view to getting more prepared
there. He also managed to
secure several formulae for ex-
plosives from Vijay at Lahore.
Kailashpati stated that when
going to Cawnpore Azad took
with him Rs. 7,500 with which he
was to purchase firearms.

The hearing was adjourned.

JAPAN'S TRADE WITH INDIA.

Proposed Commercial
League.Japanese spinning industrialists
interested in Indo-Japanese com-
mercial intercourse are going to sit
in a joint conference in the near
future at Osaka to discuss the pro-
posed organization of an Indo-
Japan Commercial League, the ob-
ject being to facilitate their com-
mercial activities in and with India
after the expected settlement of the
Indian autonomy problem, which is
expected through the discussion at
the coming record Round-Table
Conference.The first million dollar building
permit on record at Lethbridge,
Alberta, was issued the other day
for an internal storage elevator,
bringing the total of building per-
mits for the first quarter of the
year up to \$1,688,831, compared
with \$53,113 for the similar quar-
ter of 1930.WHERE 'ITTO' MEANS
SEX APPEAL.Modern Words Display
in Japan.

CARTOONS AND DOLLS.

One of the most astonishing
exhibitions in the history of the
Orient, no less than an "Exhibi-
tion of Forty Modern Words,"
has recently been held at the
Matsuya Department Store on
the Ginza, in Tokyo.Crowds of young and old of
both sexes and of all conditions
of life have been flocking day
after day to the exhibition.
The modern words are recent
acquisitions of the Japanese
language, mostly from English,
and are illustrated by cartoons
or dolls.Most of the modern words,
points out a writer in the Japan
Advertiser, have to do with love,
either directly or indirectly, prob-
ably because the movement to-
ward modernity which charac-
terises the young Japan of to-
day is more concerned with the
attraction of the sexes than with
any other factor.Love's Language.
Why do Japanese youths, asks
the writer, use foreign words to
speak of love, words which their
elders cannot understand? Per-
haps, he answers, because they
do not want them to understand.Many of the visitors, judging
from the enthusiasm with which
they rushed from one exhibit to
the next, were not sure of the
meanings of half the words illus-
trated, although they have been
current in the newspapers and
magazines for months and—in
some cases—years. Many were
seen copying the explanatory
notes.Below, says the writer, are
some of the words which made
up the exhibit, with translations
of the more interesting explana-
tions. All these words are in
free everyday use and have be-
come more or less completely
"Japanised.""Itto" (It)—This is the En-
glish "it." It means sex appeal.
"When we speak of '100 per cent.
it' we mean that a girl has more
than her share of attractiveness."
"Jazzu" (Jazz).—Maddening
melody or the decadent music of
the Negroes of America, which
in general refers to things noisy
or superficial."Demo" (Demonstration).—
This abbreviated form means a
demonstrative movement, but our
general understanding of it is as a
presentation of showy beauty.
Thus, when an attractive girl,
dressed within an inch of her
life, parades the Ginza, we say
that she is making a "demo."
"Shan" (Schoen).—From the
German word for "pretty."
"Toteshan" means a very beauti-
ful girl. "Toteshan" has the
exactly opposite meaning.Other words are: "Esuo
Esu" (S.O.S.); "Sumato" (Smart); "Purappa" (Flapper);
"Ookei" (O.K.); "Aramodo" (A
la mode); "Jaamarizumu" (Jour-
nalism); "Randebu" (Rendez-
vous); "Rizumu" (Rhythm);
"Supai" (Spy); "Yumoso" (Humour); "Nansensu" (Non-
sense); "Rebyu" (Revue);
"Hyaku passento" (100 per cent.);
"Goshippu" (Gossip);
"Torikku" (Trick); "Sensei-
hon" (Sensation); "Kamufuraju" (Camouflage); "Jiremma" (Dilemma); "Surogan" (Slogan); "Tero" (Terrorism); "Fuan" (Fan, as "baseball fan").

"PINS & NEEDLES."

Pavement Comedy at
West Bromwich.A constable stepped out of the
West Bromwich police station in
High Street, bent his legs in ap-
proved regulation style, straightened
his tunic, tucked his thumbs into
his belt, and strolled in a dignified
fashion towards the centre of the
town.Outside the Lewisham Hotel,
which adjoins the police station,
he paused, his whole body twitch-
ing. With arms outstung he sud-
denly pirouetted wildly. His legs
shot up in quick succession in the
manner of an ice-skater trying to
retain his balance. He bent for-
ward and his feet moved rapidly
like a man racing on a revolving
drum.He sprang into the air with a
mighty bound, and easily beat the
record for the long-distance jump.Impromptu Dance.
A gentleman in clerical garb
stepped forward, his hand upraised
in protest, as if he were about to
say, "Officer, this is hardly becom-
ing to the dignity of the law!"He reached the spot upon which
the constable had performed his im-
promptu dance when, without warn-
ing, his legs tried to do the splits.
His clerical dress shot up round
his head and after several convul-
sive leaps he sprang at the constable
and clasped him in a flowingMAN WHO CHEATED
DEATH TWICE.But Lure of Gold
Proved Fatal.

ROMANTIC STORY.

Though twice before he had
almost lost his life searching for
gold reefs in Central Australia,
Mr. L. H. Lasseter, whose body
was found after a three months'
search in Peterson Ranges, ven-
tured there a third time because
of lack of work.Mrs. Lasseter, who lives in
Orient Street, Ramsgate, with
her three children, Bobbie, aged
6½, Betty two years younger,
and a baby, said that lack of
work in the building trade had
forced her husband to undertake
the search for the reef.A romantic story lies behind
Lasseter's finding of the reef.
Thirty years ago, when he was
only 20, he was exploring Central
Australia on horseback, and dis-
covered a gold reef, which he
followed for over 10 miles. Then
his water ran out. He was in a
dying condition when found by a
camel man.Four years later, with a sur-
veyor named Harding, he return-
ed to the reef, and they obtain-
ed samples from it, which assay-
ed at 3 ounces to the ton. On
this trip, too, the couple almost
starved to death, and his two ex-
periences decided Lasseter,
who was an experienced bush-
man, not to make the
trip again. However, last
year his unemployment worried
him so much that he decided to
search for the reef again for the
Central Australian Gold Explora-
tion Syndicate, Ltd.In his last letter on November
6 Lasseter told of many hard-
ships. The main party had re-
turned to Alice Springs and he
had gone back to make a final
search for the mine. "I have too
much at stake to come without a
great struggle," he wrote.He referred also to the rough-
ness of the country and joking-
ly promised to take Mrs. Lasseter
for a holiday there next year.Enclosed in another letter is a
simple little will. It is written in
pencil on a tiny scrap of paper,
and leaves everything, "To my
dear wife, whom I fully trust."
Unfortunately, he had little to
leave, and Mrs. Lasseter is in
poor circumstances.An official report states, how-
ever, that Lasseter pegged out a
claim and if this comes up to ex-
pectations by bearing two ounces
of gold to the ton it will be worth
£15,000 to the sad little family."I can hardly realise his
death," Mrs. Lasseter said. "He
was so determined and powerful,
and such a good bushman."Lasseter served during the War
on a mine-sweeper in the navy,
and had been around the world
several times.EX-KING HUSSEIN'S
DEATH.To Be Buried in Shadow
of Famous Mosque.

"DOME OF ROCK"

Amman, June 4.
The body of ex-King Hussein
(of the Hedjaz) will be taken to
Jerusalem this afternoon for
burial in a special enclosure
under the shadow of the famous
Mosque known as "the Dome of
the Rock," which has been set
aside for the burial of famous
Mohammedans.

Saluted by British.

Jerusalem, June 5.
A detachment of British troops
stationed at the historic Damas-
cus Gate this afternoon saluted
the coffin of Hussein, which was
carried in a procession headed by
Police and including a Moslem
band and banner-bearers to the
Haram-el-Sherif.The ex-King Ali, Emir Abdul-
lah, a representative of the High
Commissioner of Palestine, the
chief British representative at
Amman, the President of the
Arab Executive, foreign Consuls
and representatives of the Jew-
ish Agency followed the coffin.An enormous crowd joined in
the procession and lined the
streets.round the neck.
A courtier couple arm-in-arm,
gazing into each other's eyes ob-
livious of the surroundings, stepped
into the picture. At the fatal
spot they gyrated rapidly. The
screamed, her swain sprang
wildly upwards as though he were
standing on hot needles, and then
both nearly beat the constable's re-
cord for the long-distance jump to
safety.The official explanation of the
occurrence issued later was that the
couple, in a "writ in an elec-
trical supply box" had caused an
electric current to be passed
through the damp pavement at that
particular spot.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

After a five-day hearing in which some very dramatic
evidence was given by three women and a small boy, for the
prosecution, the jury in the trial of a Chinese for murder
disagreed, after three retirements. The first time they re-
tired they were out for nearly three hours, and were unable
to reach a verdict afterward. They were discharged, and
the prisoner remanded. Full details of this extraordinary
case appear in the OVERLAND CHINA MAIL.Demonstrations by prisoners in Victoria Jail again
occurred during the week, the convicts disturbing residents
in the neighbourhood by night-long moans and groans. No
official statement has been made, but the personal experi-
ences of those in the vicinity are related in the OVERLAND
CHINA MAIL.Eight weeks' hard labour was meted out to a steaman
who threatened the manager of the Spamen's Institute with
a chopper. It was stated that arrangements would be made
to send the man back to his native country, Holland. The
OVERLAND CHINA MAIL contains a full report.The OVERLAND CHINA MAIL also contains particulars
of a case in which a Post Office employee was sentenced to
four months' hard labour for stealing letters whilst on duty.A fatal motor cycle accident involving the death in
hospital of a Chinese girl, is reported in the OVERLAND
CHINA MAIL. Full details of the tragedy are at present
not ascertainable.In the world of sport, the OVERLAND CHINA MAIL
contains a special account of the opening of the Hong Kong
baseball season, together with the usual notes on, and news
of local sporting activities.There is no phase of the life of the Colony or of China
that does not receive attention in the OVERLAND CHINA
MAIL—the weekly paper that YOU MUST ORDER NOW.Letters to relatives and friends in
other parts of the world frequently
fall to be written even by the most
ardent correspondents. It is a
kindly thought, therefore, to ensure
that those away from the Colony,
or folks at Home, should have an
unfailing supply of Hong Kong
and Chinese news every week—by
means of a subscription to the
"Overland China Mail."Without any trouble of packing
and worrying about the Post Office
on your part, and at the cost only
of \$1.75 for three months, the
"Overland China Mail" will be
sent Home for you every week,
by which to get mail Home. In
catching the mail regularly. It
contains the news and special
features from the daily "China
Mail" that make a studied appeal
to people with any interest
whatsoever in Hong Kong, and
many letters from Home, Aus-
tralia, and Canada testify to the keen
pleasure and interest its weekly
arrival brings.For your folks at Home to re-
ceive this weekly budget, or to keep
yourself posted with affairs during
your absence, all that you have to
do is to drop a note to the "Over-
land China Mail."The word "Overland" is a re-
minder of the experience behind the
production, it having been publish-
ed since the early days of the
Colony, to be sent OVERLAND
because there was no Suez Canal,
and that was the quickest route
sent Home for you every week,
by which to get mail Home. In
catching the mail regularly. It
contains the news and special
features from the daily "China
Mail" that make a studied appeal
to people with any interest
whatsoever in Hong Kong, and
many letters from Home, Aus-
tralia, and Canada testify to the keen
pleasure and interest its weekly
arrival brings.

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COMMERCIAL AGENCIES.

So highly is blood transfusion
esteemed in New York for the
treatment of various dangerous ill-
nesses and accidents that commer-
cial agencies have been formed to
ensure that persons willing to sup-
ply their blood shall be conveyed
without any loss of time to hospitals
or other places where their services
may be urgently required.An increasing number of such
persons now desire to be remun-
erated, owing to the prevalence of
unemployment, and a new industry
seems to be in process of creation.
The department of health in the
City of New York has, consequently,
issued a code of regulations design-
ed to ensure protection from dis-
ease, both on the part of the receiver
and the donor, so far as possible.A donor of blood must now submit
to a strict medical examination, be
registered as physically fit in all
respects, and receive a certificate
which has to be renewed annually.
Within three weeks of any call for
service he must be re-examined,
electric current to be passed
through the damp pavement at that
particular spot.of examinations, and the dates of
transfusions have to be entered in
it faithfully.To assist the medical examiners,
rigid limits are laid down as regards
the tests to be performed, and the
information to be obtained about
the past history of the candidate,
and the condition of his heart,
lungs, blood, etc. In addition to
this, he is always examined again
immediately before a transfusion,
in order that any unsuspected illness
just beginning may be detected.

Obvious Merits.

Only such registered and certi-
ficated blood donors may now be
employed in New York, except in
the case of a very sudden and
urgent emergency, when a relative
may give his blood if there is no
time to obtain one of these donors.The commercial agencies men-
tioned previously, have to obtain
official recognition by the health
department, and may not make use
of any donor who is not fully
certificated.This is believed to be the first
instance of the official regulation of
blood transfusion. Its merits are
obvious, for a greater measure of
security against the transmission of
certain diseases is ensured. More-
over, the supply of an adequate
number of healthy and previously
tested donors will unquestionably be
of particular value in saving the
lives of those endangered by serious
loss of blood through accidents or
through severe operations.

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The China Mail

Thursday, July 2, 1931.
Fifth Moon, 17th Day.

ESTABLISHED
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HONG KONG, THURSDAY, JULY 2, 1931.

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PUBLIC SCHOOL CRICKET.

Clifton Beat Rugby
By An Innings.

TALL SCORING.

London, June 8.
The following are the results of Public School matches played to-day:—
Lancing, 244 for 9 dec. (Pearse 79 not out, Read 52) and 4 for 0; Tonbridge, 74 and 173 (Durnell 90). (Two-day match).
M.C.C., 232; Wellington College, 155 for 7 (Wootton 65 not out).
St. Paul's, 190 for 2 (J. G. Richards 90 not out, P. F. Judge 60) v. Leys School.
Stowe, 88; Radley Coll. 90 for 2. Butterflies, 156; Charterhouse, 150 (Wreford-Brown 93).
Hallebury, 266 for 8 dec. (W. T. C. Rogers 83, J. A. H. Wolff 68 not out); F. Prawl's XI, 210 for 7.
Oxford Authentics, 192; Cranleigh, 150 for 8.
Highgate, 133; Hornsey, 184 for 8.
Framlingham Coll. 96 (Roden, 7 for 21); Woodbridge, 72.
Marlborough, 282 for 2 dec. (J. N. Alston 135 not out, P. M. Nelson 52 not out); Cheltenham, 232 for 6 (L. N. Brettell 101). (Two-day match).
Dolphin, 115; Brighton Coll., 171 for 2 (Maxwell 120 not out).
Emanuel, 74; Bedford Modern, 10 for 6.
K.C.S., Wimbledon, 193; Beaumont Coll., 115.
Merchant Taylors', 80; Dover Coll., 79 (Quayle 5 for 23).
Felsted, 178 (H. S. Gould 65 not out); Dragonflies, 148.
Clifton Coll., 317 for 6 dec. (G. C. Tovey 121, W. E. Carr 132); Rugby, 196 (J. A. Cochafer 6 for 41) and 90 (J. G. Harrison 8 for 22). (Two-day match).
Warwick 180 (F. G. Macaskie 75); Worcester, 102.
Eton Coll., 180; M.C.C. 171.
Harlequins, 155; Harrow, 157 for 3 (F. E. Covington 50 not out, G. F. D. Haslewood 58 not out).
Mithill, 52; Dulwich, 242 for 5 (S. C. Griffith 88, H. T. Bartlett 102).
Westminster, 198 for 9 dec. (M. Broadhurst 67); Hampstead, 199 for 6.

BATHER'S CRAMP.

Rescued and Taken to Hospital.

Whilst bathing in Lanchuk yesterday morning, Chan Yat-chue, a clerk in the Sanitary Department Offices, suddenly developed cramp, and got into difficulties. However, he was rescued and taken to the Kowloon Hospital, suffering from the effects of immersion only.

DIPLOMATIC CORPS.

M. Hoare Appointed to Teheran.

Rugby, Yesterday.
The King has approved of Mr. Reginald Hervey Hoare, Minister Plenipotentiary at the Residency in Cairo, to be Envoy Extraordinary and Minister Plenipotentiary at Teheran—British Wireless Service.

BITTEN BY VIPER.

British Victim in a Berlin Bar.

VICTIM OF CURIOSITY.

The patrons of an American bar in the west of Berlin were recently witnesses of a startling scene, the protagonists in which were a Briton named Mancha and a viper from the Balkans.

The Briton, who came off worst in the encounter, was apparently a victim of his curiosity. A German with whom he was sitting had communicated to him that inside a bag which he was carrying was a snake.

Mancha did not believe this possible, and asked for ocular proof, whereupon his companion opened the bag and drew out a reptile wrapped round with a handkerchief. No sooner had he done so than the snake darted out his head and bit Mancha's hand.

Shortly afterwards the victim fell insensible to the floor and had to be rushed to hospital. Twenty minutes after the accident his face was already swollen, but the following morning he was pronounced much better and in no danger.

INDIA'S POPULATION PROBLEM.

(Continued from Page 1.)

work for the cultivators but on the other hand there is no other work to which they can turn their hand."

As regards the unemployment among our middle classes—that is a more complicated problem than that of over-population. For it is a complex made up of various factors. Here we can trace the combined influence of the institution of caste, of the various defects of our educational system and of the tendency of the higher castes to give up their due share of the agricultural industry. The growth of population and the absence of birth control have indeed had their say in the matter. But had these higher castes retained their agricultural avocations and had there been in existence a comprehensive system of vocational education we should not have heard much of unemployment among the bhadralogs.

Delayed Marriages.

The writer of the article has done well to emphasize the importance of birth control and of the alternative policies of continence and delayed marriages. But the judicious following out of these policies presupposes a great spread of education among the masses. Admittedly, there are great dangers in the practice of birth control by ignorant multitudes. What seems to be the likely course of events is that the educated classes will set the pace in this policy and their procedure will gradually find imitators among the masses. Indeed, as it is, the age of marriage has been rising in our educated classes. The adoption or adaptation of the proposed policy must depend on the united action of educational advance and economic awakening.

If a player is going to be in the top class he must be able to field anywhere. The sort we want for international cricket must be equally good in the slips, at cover, or the outfield, and must be able to run and throw—and throw at the right time; not wind their arms up first. Not many of our youngsters pick up and throw with the same action—Patsy Hendren.

POSEIDON DISASTER FUND.

Further Subscriptions Received.

TOTAL OVER \$45,000

The Navy League forwards for publication the following list of subscriptions:—

Ex-Active Service Men's Association	500.
Hong Kong & Kowloon Wharf & Godown Co., Ltd.	250.
Star Ferry Co., Ltd.	250.
Hong Kong Tramways, Ltd.	250.
Anonymous (Swatow)	180.
Members—Kowloon C.C.	150.
Staff—Navy Army & Air Force Institute	120.
Hong Kong & China Gas Co. (European Staff)	100.
Metro-Goldwyn-Mayer of China	100.
M. M. Mass (Manila)	50.
A.C.	50.
Deck & Engine Room Officers, s.s. Cheung Shing	35.
Master, Officers & Engineers, s.s. Hinang	20.
Mrs. M. K. More	20.
Detachment R.A.V.C., China	10.
Anonymous	10.
H. Harry	5.
W.C.S.	5.

Previously acknowledged \$2,115.

Total \$45,626.17

ABOUT RUGS.

The desire for the right floor covering to go with antique furniture has recently brought into favour old European patterns and weaves formerly known only to connoisseurs (says an American writer). Hand-tufted rugs and needle-work carpets from Britain, gros point rugs from Spain, Besarabian rugs from Southern Russia, and newly discovered examples of the better-known Aubusson and Savonnerie rugs from France, are among these now popular weaves. Many of these floor coverings are antique; some, however, are woven to-day in the few districts in Europe where knowledge of the old craft survives.

Less expensive examples are manufactured on modern power looms, which in recent years have been developed to simulate the charm of old hand-made pieces.

Among the most interesting of the old rugs are the hand-tufted ones, made in Britain ever since Elizabeth's time. They were woven in the same manner as some of the Eastern rugs, with the pile tied with the Ghiordes or Turkish knot. A typical pattern is composed of large flowers, often roses, with green or black grounds. Sometimes a large tile or trellis design is incorporated—a pattern very successful to-day when it is combined in carpets with straight-line furniture of the 18th century, such as Phyfe, Sheraton, and Hepplewhite. Found now only in antique examples are tapestry or embroidered rugs, which were one of the first forms of British woven floor coverings.

I repeat with emphasis that the Football Associations of England, Scotland, Ireland, and Wales are making a sad mistake; are, I fear, even making themselves look hopelessly insular and foolish, by holding aloof from the Federation of International Football Associations—Ivan Sharpe.

Lawn tennis is a cheap game—very cheap compared with golf, and it is also a game of such illimitable grades that players of all degrees of skill can find their equals and thoroughly enjoy themselves without spoiling the enjoyment of others—Frank Paxon.

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